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SATURDAY, AUGUST 23, 1930.

日九廿月六國

SINGAPORE

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33-YEAR MYSTERY SOLVED.

GRIM DISCOVERY IN POLAR REGION.

BODIES OF TWO EXPLORERS DISCOVERED.

TRAPPED IN ARCTIC.

Oslo, Aug. 22.
A 33-years' mystery in the Arctic is solved by the finding on White Island, between Spitzbergen and Franz Joseph Land, of the body of the Swedish explorer and balloonist, Salomon August Andree, by a Norwegian scientific expedition on August 6th; also a second body in the remains of the camp.

Both bodies were in a good state of preservation. The discovery reveals what must have been one of the grimest fights for life ever made by human beings trapped in the Polar wastes.

Andree left Dane Island, Spitzbergen, in July, 1897, in a balloon with two companions, intending to fly to the North Pole, but he disappeared and several expeditions were sent to search for the missing balloonists.

Forced Landing.
The camp, situated a couple of hundred yards from the shore, bore many evidences that the balloonists had lived for some time after a forced landing.

Andree's body was coated with ice and was fully dressed. His diary was in his pocket. Near a boat, in which were vestiges of the remains of the third balloonist, the equipment found included a sled, a book of observations, and instruments. All will be brought to Norway.

Solution Explained.

The Captain of the Norwegian sealer "Bratvaag," on which are the Norwegian scientists who discovered the bodies of Andree and his comrades, are of the opinion that the solution of the mystery is due to heavy rain melting the ice under which the bodies were buried.

This theory is supported by the fact that only a fortnight previously, the crew of another Norwegian sealer went ashore in the same neighbourhood and found nothing.

Log-Book Entry.

Andree's diary and log-book are coated in ice, and it is therefore impossible at present to open them properly, but one of the last pages of the log-book contains an entry, "July 18th, 1897.—Eighty-three degrees North, thirty-two degrees East." This indicates that the Expedition reached a more northerly latitude than was generally supposed.

The skeleton of a Polar bear was found in the camp. The animal had presumably been killed for food. The expedition, before leaving, built a cairn to mark the site of the tragedy.—*Reuter.*

Previous Effort.

Salomon August Andree was born at Grenna, on Lake Vetter, on October 18th, 1854. After education at the Stockholm Technical College, he studied aeronautics, and in 1895 he elaborated a plan for crossing the North Polar region by a balloon which should be in some degree dirigible by sails and trailing ropes.

After an abortive effort in 1896, the winds being contrary, he started with two companions from Dances Island, Spitzbergen, on July 11th, 1897. The party was never seen again, nor was the manner of its fate known until the discovery now made.

Of several expeditions sent in search of it, the first started in November, 1897, on the strength of a report of cries of distress heard by shipwrecked sailors at Spitzbergen; in 1898 and 1899 parties searched the north Asiatic coast and the New Siberia Islands; and in May, 1899, Dr. Nathorst headed an expedition to Eastern Greenland.

None Successful.

None was successful, and only scanty information was obtained or inferred from the discovery of a few buoys (on the west of Spitzbergen, Northern Norway, Iceland, etc.) which the balloonist had arranged to drop, and a

ENTHUSIASM OVER NEW PRINCESS.

CROWDS CHEER IN LONDON AFTER SALUTE.

"FINE LITTLE GIRL."

London, Aug. 22.
"She is a fine, chubby-faced little girl," commented the Home Secretary, the Rt. Hon. Mr. J. R. Clynes, who was among the first to see the new fourth heir to the Throne.

Their Majesties the King and Queen are going to Balmoral this evening and then to Glamis Castle. Princess Elizabeth was told the news immediately she awakened and she tip-toed into the nursery and peeped at her new sister.

A joyous pen was run on the bells of Westminster Abbey. Several streets in London were decorated with flags and crowds in Hyde Park sprang to attention and stood barched while a Royal Salute of 41 guns was fired by the Royal Horse Artillery. Three cheers for the Duchess spontaneously rang out as the boom of the last gun reverberated.—*Reuter.*

London, Aug. 22.
Messages from all parts of the Empire poured into Glamis Castle today congratulating the Duke and Duchess of York on the birth of the Princess. In London a peal was rung on the bells of Westminster Abbey and the West End was gay with Union Jacks. A salute similar to that of the Royal Horse Artillery was also fired at the Tower of London. The beacon on Hunter Hill, overlooking Glamis Castle, will be lighted to-night and employees of the estate and the villagers will give themselves up to merrymaking such as has not been seen in ancient Glamis for centuries.—*British Wireless.*

A morning bulletin states that the Duchess of York had a restful night, and continues to make very satisfactory progress.

The bulletin adds that the little Princess is "doing fine."—*Reuter.*

CUBAN SUGAR FOR CHINA.

BIG SHIPMENTS ARRANGED IN AMERICA.

New York, Aug. 22.
Arrangements for the sale to China of 14,000 tons of Cuban raw sugar for September shipment at 1.04 cents per pound f.o.b. Cuba have been made by a sub-committee of the New York Committee of bankers and sugar interests which was established to make a study of the actual sugar situation in Cuba in its real relation to world markets.

The sale will be in addition to the 5,500 pounds of sugar sold to China yesterday at one cent per pound f.o.b. Cuba, which was a new low record.—*Reuter's American Service.*

SOVIET MANGANESE IMPORTS.

U.S. PRODUCERS DESIRE AN EMBARGO.

Washington, Aug. 22.
Mr. Lowman, Assistant Secretary of the Treasury, has informed American producers of manganese that they must submit comparative figures of the cost of production in the United States and Soviet Russia before the Treasury Department can take any action on their demand for an embargo upon the ore from Russia, alleged to be produced by forced labour.—*Reuter's American Service.*

EUROPEAN AIR LINER DISASTER.

TEN PEOPLE KILLED AND THREE INJURED.

Prague, Aug. 22.
Four people were instantly killed, six fatally injured two seriously hurt and one lightly injured when a giant air liner on the Prague-Bratislava service crashed to-day.

The accident occurred during a storm at Iglau, on the Bohemian border.—*Reuter.*
message taken from a carrier pigeon despatched from the balloon two days after its ascent. There were also messages in two of the buoys, but they dated only from the day of the ascent. The others were empty.

LARCENY FROM N.A.A.F.I.

SCHUSTER TO PAY \$250 FINE.

PROSECUTION SUPPORTS PLEA FOR LENIENCY.

REPARATION MADE.

In consequence of representations by both the prosecution and the defence for leniency in the case in which Fitz Edward Schuster, formerly a clerk in the employ of the N.A.A.F.I., was charged with larceny of \$2,350 from the Institute, Mr. Lindsell, at the Central Police Court this morning, fined the defendant \$250, with the alternative of three months' hard labour in default.

Mr. J. T. Prior was for the prosecution and Mr. M. K. Lo appeared for the defence.

His Worship:—I understand, Mr. Lo, that you now plead guilty to the charge against this man? Mr. Lo:—I do your Worship. His Worship:—Mr. Prior any remarks?

Four Different Lots.

Mr. Prior:—Your Worship, in this case the sum of \$2,350 was taken by the defendant in four different lots beginning at the end of May and finishing at the beginning of July. There's no doubt that he took the money, but he is a young man, only 23. He had large sums of money, \$2,000 a week, passing through his hands and the temptation was very great.

Continuing, Mr. Prior said:—"His misappropriation of this

EUROPEAN OFFICER WOUNDED.

Battle with Armed Robbers in Shanghai.

ONE MAN KILLED.

Shanghai, Aug. 23.
There was an armed engagement in the compound near the junction of Peking and Honan Roads yesterday afternoon, between armed robbers and police from the Central Station.

Detective Sergeant Harvey and a Chinese detective received flesh wounds, while one robber was killed and another wounded.—*Our Own Correspondent.*

money was bound to be found out within a few weeks. It was found out, as he must have known it would be, only just lately. It is, of course, his first offence and I don't think he realised when he did this what a serious matter it was, but I think that he realises it now. He is, of course, a young man and it is almost certain he will have to leave the Colony before he gets another one. The prosecution will be perfectly satisfied with a very lenient sentence, even if your Worship decides to bind him over to fine him."

Modern Tendency.

Mr. Lo asked his Worship if he wished to hear the defence as to why they desired to ask for leniency. He did not know if it was necessary for him to bring forward the factors on which his Worship should exercise leniency. Mr. Lo pointed out to his Worship that the modern tendency towards such offences by young men was not that they should be sent to prison, where they would lose their respectability, but rather that they be dealt leniently with so that they could become respectable members of any community.

Continuing, Mr. Lo indicated that in the case of a young man in the defendant's position, if his Worship were to sentence him to imprisonment, the effect would be to make him a habitual criminal, but if he were given a chance there would be an opportunity for him to become a respectable member.—*(Continued on Page 7.)*

FATAL AFFAIR ON SHIP.

JAPANESE CARPENTER DIES FROM WOUND.

QUARTERMASTER HELD

Hagihara Fumi, the quarter-master of the Saka Maru, is in police custody following a fracas on board early this morning, when a ship's carpenter was fatally injured with a sharp instrument. The injured man died almost immediately and his body has been removed ashore. At the time, the ship was lying in Wanchai Bay.

The few details available indicate that the two men had a quarrel, after one or both had returned on board from a jaunt ashore. It is alleged that Mishima Sogoro, who held the position of ship's carpenter, was fatally stabbed in the left arm-pit by the other man, and died as a result of his injury.

The police were summoned aboard after the man had died, and they had the body taken to the Kowloon Mortuary.

Meantime, Hagihara Fumi is being held by the police in connexion with the incident.

NEW LOCOMOTIVE ARRIVES.

FOR EXPRESS SERVICE ON THE K. C. R.

On Thursday, the first of three new express locomotives for the express train services between Canton and Kowloon arrived in the Colony, and is at present being erected in the locomotive workshops of the Kowloon-Canton Railway at Hung Hom. This locomotive, of which a photograph is given in today's Pictorial Supplement, should be ready for its trials in about three weeks' time.

These locomotives were designed by Mr. C. D. Lambert, M.I.Mech.E., and built by Messrs. Kitsons, Ltd., Alfrede Foundry, Leeds, under the supervision of the Crown Agents for the Colonies. They weigh, in working order, 140 tons each, and will be capable of hauling a train of 400 tons through to Canton in less than three hours, when the track between Shum Chun and Tai Sha Tau is re-sleepered. This work is being carried out at present. Moreover, they will be capable of running through to Canton without a stop, the tender being designed to carry 6,000 gallons of water and five tons of coal.

BRITISH MINISTER TO URUGUAY.

MR. ROBERT MICHELL GETS APPOINTMENT.

London, Aug. 22.
H.M. the King has approved the appointment of Mr. Robert Michell, Envoy Extraordinary and Minister Plenipotentiary at La Paz, to be Envoy Extraordinary and Minister Plenipotentiary at Montevideo.—*British Wireless.*

[Mr. R. C. Michell has been Minister to Bolivia since 1926. He served in the South African War and after consular service he became Secretary of the Legation in Chile. He was later sent to Montevideo as Charge d'Affaires, then rose to the rank of First Secretary, and from 1921 to 1926 was Charge d'Affaires and Consul in Ecuador.]

BRITISH YACHT DISASTER.

BODIES OF TWO VICTIMS RECOVERED.

London, Aug. 22.
A body cast up on the beach at Lamliv Bay has been identified as that of Commodore King, former M.P. and ex-Minister, who perished in the wreck of the yacht "Islander."

A body, believed to be that of Commander Searle, one of his companions, has been recovered near Looe.—*British Wireless.*

BAR ASSOCIATION.

Chicago, Aug. 22.
Mr. Joseph Marvel, of Wilmington, Delaware, has been elected President of the American Bar Association.—*Reuter's American Service.*

GLOUCESTER LOSE GROUND.

DERBY WIN ON FIRST INNINGS.

YORKSHIRE NOW SECOND IN THE TABLE.

THE COUNTY GAMES.

London, Aug. 22.
Gloucestershire slipped back in the cricket championship race by virtue of their defeat on the first innings by Derbyshire. Lancashire got four points in today's match but Yorkshire won outright and go up to the second place in the table. The bowlers were generally on top in the games which ended to-day, although five centuries were scored, H. W. Lee of Middlesex putting up the highest score of 150.

The leading positions in the County championship table are now as follows:

	Played	Points
Lancashire	26	143
Yorkshire	26	139
Gloucester	26	136
Nottinghamshire	25	129
Kent	26	125

Each team plays twenty-eight matches, meeting fourteen opponents in home and away engagements.

Results at a Glance.

Kent beat Northants. by six wickets at Dover.
Yorkshire won by ten wickets against Hampshire at Bournemouth.
Worcester won by ten wickets against Surrey at Worcester.
Middlesex won on the first innings against Somerset at Taunton.
Gloucester drew with Essex, each team taking four points.
Derbyshire won on the first innings against Gloucestershire at Chesterfield.
Sussex drew with Lancashire at Eastbourne, each team taking four points.

The Honours List.

The principal batting and bowling performances during the matches which ended to-day are set out below:

Batting.	
Lee (Middlesex)	150.
H. Parks (Sussex)	123.
J. Parks (Sussex)	116.
Wright (Worcester)	109.
Case (Somerset)	108.

Bowling.	
Verity (Yorkshire)	7 for 26.
Herman (Hampshire)	6 for 57.
Ashdown (Kent)	6 for 38.
Freeman (Kent)	7 for 57.
Jupp (Northants)	4 for 65.
Perks (Worcester)	4 for 36.
and	5 for 54.
Root (Worcester)	5 for 43.
Goddard (Gloucester)	5 for 71.
Parker (Gloucester)	6 for 60.
Slater (Derby)	5 for 84.

Kent v Northants.

Kent had a comparatively easy victory in a low scoring match at Dover when Northants batted first to make 147. Ashdown was in good form with the ball and took six of the wickets for 38. Kent went in to make 202, Jupp proving the most successful bowler and taking four for 65. In their second knock Northants were dismissed for 125, Freeman having an average of seven for 57. Kent went in to get the runs necessary for victory with the loss of only four wickets.

Yorkshire v Hampshire.

The fine bowling of Verity was responsible for the poor batting display provided by Hampshire in both innings. The home team had the first knock but all the wickets fell for 141, Verity taking seven for 26. Yorkshire, however, were dismissed for the very modest total of 147, but Hampshire failed to find their batting form in their second innings and were dismissed for 120. Verity this time took six for 57. Herman having taken eight of the Yorkshire wickets for 49, Yorkshire's opening batsmen got well set in their second knock and the necessary 115 runs were compiled with the loss of a wicket.

Worcester v Surrey.

Surrey failed miserably when they batted first at Worcester, the whole team being sent back for (Continued on Page 7.)

Bulls and Innings

From the Office Butts.

A Scotsman died and left all he possessed to Dr. Barnardo's Homes—six children.

It is reported that Turkish troops are closing in on the insurgent Kurds. That's the whey to treat 'em!

Judging by the sights on our bathing beaches, one touch of sunshine makes the whole world skin!

In spite of the views of the Lambeth Conference, what seems to be most needed in the modern home is a family.

New Definition:—Resignation is the quality which enables a woman to realise that the waist-line which nearly throttles her one season may trip her up the next.

It seems to us that this talk about a United States of Europe is just another bit of propaganda to prevent the American tourist from becoming homesick.

If those Cleveland boys engaged in a tree-top sitting endurance contest were perched in trees bearing green apples, that would be news.

Clothes may not make the man, but some men owe a lot to their tailors.

Having been given £1,000 by an admirer, Bradman may now be said to have opened a running account.

A village cricket club at Home is allowed to keep its gear on the church premises. Bats in the belfry?

Now that insect-proof garments have been designed, the next war ought not to be so hard on the boys in the trenches.

Even the champion flag-pole sitter is bound to have an off day.

Some infamous sayings:—"Oh yes, your youngsters just love spinach!"

Another one:—"Open your mouth wide now, it won't hurt a bit."

When we see the picture papers, Showing Continental capers, On the beaches where society disports; Then we gaze upon our matsheds, Ugly, native-looking flat-sheds, Quite in keeping with the wearing of the shorts.

What we want is something snappy, Where there's "pep" and all are happy.

With beach bungalows of multi-coloured hues, And a pier with bright attractions, Just to banish all distractions, The way they have at Lido to amuse.

After all, we might be famous, And, if gay, none could defame us, If we merely had a brighter seaside life.

For we're far too dull and stodgy, With a complex stale and podgy, And a social isolation breeding strife.

So here's for emulations, Of progressive populations, Where life, though short, has heaps of harmless fun, And away with Mother Grundy, Be it Saturday or Sunday, And we'll no more hear the warning "It's not done!"

Many a man acquired a large vocabulary by marrying it.

To-morrow, according to the Chinese calendar, is the festival of "Stopping of Heat." Here's hoping!

A reader thinks that Hong-kong's statues could be made to look best at night. But they four days. However, the days are beginning to get shorter again.



"I've eaten beef all my life, and now I'm as strong as an ox!" said he.
"That's funny," replied she. "I've eaten fish all my life and can't swim a stroke."

The business depression is said to have caused a reduction in the prices charged by New York night clubs. In some of these places, it is reported, one can actually buy a ham sandwich for less than five dollars.

Some famous last words:—"Well anyway the brakes on this car are good."

Radio loud-speakers are being employed on some farms at Home in place of scarecrows. Judging from some of the programmes we've heard, they should be most effective.

News to hand reveals a serious state of affairs in an American bank. It appears that there are three more vice-presidents than it has depositors.

The Kowloon man who used a wonderful bunion cure is now seeking a remedy for a lost toe.

In certain quarters some surprise is expressed that England, in connexion with its scheme to help the bowlers, does not propose to introduce a rule that a batsman shall be out if his bat intercepts a ball which, in the opinion of the umpire, would otherwise have hit the wicket.

In Java, we read, the natives eat certain kinds of insects. So they have picnics there, too.

A Chair of Humour has been established at an American University. We suppose that the occupant will, at least, be a practical joker.

Proverb for Cricketers:—There's many a Slip twixt Snick and Cut!

"People should not refer to their mother as their 'Ma,'" says a writer. Mum's the word.

For a wager a girl swimmer stayed under water long enough to put on a dress over her costume. Frolicked in the cradle of the deep.

Many a man whose wife dotes on him finds he sometimes needs an antidote.

A statistician states that every week a married woman talks for four days. However, the days are beginning to get shorter again.

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THE LOK MA CHAU TRAGEDY.

CORONER CRITICISES CON-
DUCT OF INDIANS.

SAVING THEIR FACES!

At the resumption of the enquiry into the Lok Ma Chau tragedy yesterday afternoon, the Coroner had occasion further to refer to the conduct of the Indian force attached to the Station during the tragedy.

The Indian sergeant, Jewan Singh, was the first witness called when the inquiry was resumed, the witness mentioning that he had been on duty from the night previous to the tragedy to the early morning and at 3 p.m. he had gone to sleep. He did not awaken until aroused by the Station Guard, even though the alarm was going and shots were being fired.

On learning of the shooting witness obtained his rifle and manned the barrack room door opposite to the charge room, this being his post in the event of an emergency. The others were all ordered to go to their alarm posts, but the station guard, although he should have gone to the charge room, disobeyed the order.

The Coroner: He deliberately disobeyed your order?

Witness: He might not have heard it.

You did not repeat it then?—

No.

Did you see anyone go into the charge room?—No.

Then how do you suggest that B543 was able to go into the charge room and take a Lewis gun unobserved?—In my opinion he might have taken it before the shooting started.

No one else would like to think that except you, trying to save your own face. It is impossible!

Firing at Nothing.

Continuing, the witness said that they had fired 25 shots although they did not see anything at which to fire.

Coroner: Whatever good would that do?—We could not see any target. We fired when we heard a shot.

What good would that do, do you think, to let off your rifle when you heard someone shoot? Can you suggest any good that that could possibly do?—I cannot explain that.

You admit yourself that you never saw anything to fire at?—No.

Speaking of the telephone message witness intimated that he communicated with Tai-po at about 5.15 p.m. and when told that evidence would be given that the message was not received until 5.45 p.m. witness explained that the charge room clock was probably slow. It was only 13 or 14 minutes after being aroused that he telephoned.

Witness disagreed that it was not until three quarters of an hour after being awakened that he telephoned to Tai-po.

Mr. King said that with regard to the clock in the charge room at Lok Ma Chau Police Station he could produce evidence to prove that it was correct when the rescue party entered at 11.30 p.m.

The Lewis Gun.

Further questioned by the Coroner, Jewan Singh said that after the first shots upstairs he heard 16 or 16 more fired at intervals in the next few hours. The firing went on until about 7 p.m. In addition to the shots fired upstairs some were also fired from outside. Witness was convinced that B543 (Dalip Singh) was firing upstairs.

Coroner: Who did you think was firing outside, then?—The sergeant and the constable in the Married Quarters.

They were firing at him?—Yes, at B543.

Did you at any time look up the inner staircase?—Yes, I looked up at about 6 p.m., and saw that the grille at the top was down.

There were four of you all armed, did you not think it was your duty to go and look for B543 and try to kill him?—Yes, but as there was firing outside, and we had the impression that B543 had the Lewis gun—

How did you get that impression?—B722 (the station guard) told me when he returned from the charge room after sending the telephone message that the Lewis gun was not there.

You went there yourself?—Yes, and I also saw that the Lewis gun was not there.

Then you were afraid, in fact?—If he had the Lewis gun 50 or 60 men would not have been able to overpower him.

He was not one of the Lewis gun team, was he?—No, but he knew a little.

Was B315 one of the team?—

Yes.

Did he make any attempt to get the Lewis gun when the alarm went?—Yes, he went to the charge room to get it, but it was not there.

He went immediately after he was aroused?—Yes.

He told you the Lewis gun was not there?—Yes.

Then why did you mention B722 first?—He was the first to tell me about the Lewis gun.

Too Much Firing.

Then, on your own showing B315 did not go on his job until 15 minutes later?—He went immediately after he was aroused, but he did not tell me of the Lewis gun until 15 minutes later.

How in the world can you expect anyone to believe that?

Did you believe, in fact, that B543 could fire a Lewis gun?—Yes.

Did you hear the sound of machine gun fire?—No.

About 7.30 you vacated the barrack room?—Yes.

What led to that?—As there was too much firing outside, I peeped through the west window and shouted: "Don't fire into the ground floor, some of us here might get hit!" Then someone at the other side shouted: "Mr. Sparrow says to come out if you can!"

What do you mean "if you can"?

—I don't know, these were the words used.

Then you made your way out one by one to the compound through the door by the kitchen?—Yes.

Did you see B9 dead?—Yes, he was just outside the door.

You knew at the beginning that he was shot?—Yes.

Yet for two hours and a half you made no effort to assist him?

There was too much firing outside and if anyone went out he would have been hit.

There was not much firing, at least, there were intervals of quiet?

—We did not know he was just outside.

You admit that you made no attempt to succour him?—Yes.

Did anyone go out between 5 and 7.30?—Yes, the station guard.

By which way?—I only came to know that he had been out when he returned. He went on his own, and I did not see him go.

Did he come by that door?—

Yes.

Did you not know then that B9 was dying?—No.

He never told you?—No.

No Motive.

Mr. King here took over the examination of the witness and asked:

When B722 came back did he give you anything?—Yes, a revolver.

Was it loaded or empty?—Fully loaded.

The station guard said he gave B9 some water, did he tell you about that?

The Coroner said that he could take that question, because the witness had said that he never told him about B9 being outside.

Mr. King: You fired 25 shots?—Yes.

What time did you fire the last one?—I can't remember.

You all left the place at 7.30, how long before that did you fire the last shot?—About 7 o'clock.

What time was the last shot fired from inside?—At 7 p.m.

Did you hear any shots from upstairs after 7 p.m.?—No.

Mr. Lindsell and the jury put the same questions to Jewan Singh as

(Continued on Page 3.)



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THE LOK MA CHAU
TRAGEDY.

(Continued from Page 2.)

they had to the previous witnesses in regard to a motive for the shooting, but gained no further light on the subject. The witness said he could not think of any motive and had never heard Dalip Singh complain of having been unjustly punished.

Mr. Shields (foreman of the jury): Have you ever heard of a case of a Sikh running amok and killing himself before?—No.

Mr. Lindsell: What, you've never heard of the Tai-O case?—Yes. I have heard of that case on two occasions.

Mr. Shields: Do you think seven shots could be fired in the passage without waking you?—Yes, I was in a sound sleep.

Would the alarm bell wake a sleeping man?—Not if he were as tired as I was.

Has it failed to wake you before?—Yes, once before.

When you were roused were you told that Mrs. Madgwick was upstairs?—No.

Have you any reason why you or your men did not go upstairs to protect the building?—I knew that if Dalip Singh had a Lewis gun, four men would be insufficient to go up.

Mr. Lindsell: Did you go outside to reconnoitre between 5 o'clock and 7.30?—Yes, I went on to the front verandah at 6 p.m. but saw nothing.

Lewis Gun Not Fired.

P.C. B315 Phuman Singh, who was the next witness called, said he had been three years in the Hongkong Police Force, of which one had been a member of the Indian force attached to the Lok Ma Chau Station.

On the day in question, having gone on duty the previous night, he was sleeping in the barrack room at the Station when he was aroused by the station guard. This was at about 4 or 5 minutes to five o'clock.

The alarm was then ringing, but he heard no shots fired. His first duty, on an alarm like this, was to arm himself and proceed to the front verandah upstairs, taking the Lewis gun with him.

He went straight to the charge-room after putting on his boots, but the Lewis gun was not there. He went back to the barrack room and reported the loss to the station guard, afterwards hearing the latter pass on the news to the Indian sergeant.

The charge-room door was open and he could look right into it. Later he went on to the verandah and patrolled the two points between the charge-room and the barrack room. Altogether he fired 22 shots.

The Coroner: Anything to fire at?

Witness: I did not see anything to fire at.

The Coroner: Why did you fire then?

Witness: Whenever we heard a shot fired, we fired in return.

Questioned by Mr. King, witness said that the Lewis gun was in the charge-room that morning, on a shelf behind the door, that being the very same place he used to leave it every time he cleaned it.

The day after the tragedy, he again cleaned it, and found the bolt in the mechanism displaced, and it did not look as if it had been fired. It could not have been fired in that condition.

The gun was always kept ready assembled for instant use, although it was not loaded.

Evidence Questioned.

Questioned by the Foreman of the Jury, witness admitted that he slept through the firing and was not aroused by it. It was the station guard who awoke him. After he got up he heard shots fired in the passage.

The Coroner: Did you see him fire the shots?

Witness: Yes.

The Coroner: You saw him fire the shots. That is a lie. You could not possibly see him fire the shots.

Witness averred that he was standing near the door and could look through the passage.

The Foreman: Did you see 722 (the station guard) go into the charge-room to get the Lewis gun?

Witness: No. I did not see him at the time. It was on his return from the charge room that I saw him.

Did you see 563 fire out of the barrack room?

Witness replied in the affirmative. He said that 563 fired first, an interval of only a few seconds elapsing before the station guard also fired. He (witness) did not fire any shots through the west window.

The Foreman asked the Coroner if it was any use endeavouring to elicit from the witness an explanation as to the origin of the tragedy.

Saving Face.

His Worship said if it would elicit the information required then Mr. Shields could go ahead. He (the Coroner), however, was not

CURRENCY HOARDING.

WHY OFFENDERS WERE SHOT
IN RUSSIA.

London, Aug. 22.

It transpires that the execution of silver hoarders in Russia is part of a campaign by the authorities drastically to combat a panic which has arisen, especially among the peasants in the Central Provinces, concerning the stability of paper currency. As a result of difficulty in the home areas in purchasing goods, except for coin, there has been a considerable amount of silver hoarding, while many traders are refusing to accept notes or are demanding double prices if paid therein.

The O.G.P.U. consequently is determined to treat as counter-revolutionaries all coin hoarders and "inflation speculators", on the ground that they are trying to create a financial collapse.—Reuter.

A LABOUR APPEAL.

TEA-HOUSE WORKERS WANT
A UNION.

Chinese workers of the local tea-houses whose labour union was proscribed by the Government sometime ago, have asked the Chinese General Chamber of Commerce to appeal to the Government to reopen their union on the ground that there are so many unemployed workers. It was stated at the Chinese General Chamber of Commerce meeting yesterday that the matter rested entirely with the Secretary for Chinese Affairs who would possibly give the labourers some sound advice on the subject.

hopeful on that score. It was obvious that every one of these Indians was trying to save his own face, and it was next to impossible to get anything like a true story from them.

The Foreman (to witness): Can you suggest any reason whatever for this trouble?

Witness: No. I can suggest nothing. I heard nothing from No. 543 (Dalip Singh) himself.

You didn't discuss this affair after the shooting?—We reviewed this affair and we agreed that he had done a very bad thing.

Can you give any reason why he shot B9?—I can suggest no reason.

The Foreman: I am afraid we cannot go any further than this, your Worship.

European Evidence.

Lance Sergt. A95 Gardiner stated that he had been eight months at the Lok Ma Chau Police Station, doing river patrol work. He had no fixed hours, having to work with the tides. He had, however, to do three night patrols, every week.

On July 21 he was on day patrol, leaving the station at about 3 p.m. He could not be precise as to times as his watch was broken, but he could more or less judge by the speed of his motorboat reacting to the state of the tides.

Everything was normal when he left the station. He did about four-and-a-half hours' patrol that afternoon, and it was pretty dark when he returned to his buoy, which was due north of the Station.

As soon as he landed a Chinese from the village came up and told him that there was trouble at the Station. He returned to the motorboat and came ashore with ammunition, mustered his crew and thus made up a small party which afterwards proceeded to the station.

South-east of the building, the party was greeted by two shots which whistled overhead, coming from the station, which however did not show signs of life. At about the same time, he heard shouts from the married Indian quarters, which were interpreted by the Indian Constable No. B4, who was with him, as "Get back, get back."

Working round, he came into contact with the European sergeant in charge of Au Tau Station, who was in ambush. The latter explained to witness what had happened, and witness retraced to the west side of the station, his idea being to intercept any retreat made that way.

When he finally got into his quarters, he found it intact, nothing having been touched.

The Coroner: Did you notice anything strange about 543 (Dalip Singh)?—Nothing at all. He was quite jovial, very athletic, always good at games. He was a champion at putting the shot, and I noticed nothing strange about him. He appeared to be quite normal.

Did he ever make any complaint to you about treatment by Sergeant Madgwick or by any other European officer?—Nothing at all.

The Foreman: Did you hear anything at the Station after this tragedy, any reason given for it?—Nothing.

The inquiry was adjourned at this point. Further sittings will be on Wednesday and Friday of next week, commencing at 2.15 p.m. on each day.

COASTAL OFFICERS'
SALARIES.NEW TERMS OF INCREASE
ACCEPTED.

Two of the leading local shipping firms, who pay their wages on the sterling basis, have agreed to the proposed increase in rate of pay for officers and engineers engaged on China Coast ships, and seventeen owners of river steamers, all members of the River Steamship Owners' Association of Hongkong, have signified their willingness to the suggested increase of 15 per cent, the former to come into effect from July 1 last, and the latter from August 1.

This is in response to an appeal by the China Coast Officers' Guild and Marine Engineers' Guild of China, who have placed before the shipping companies and owners of steamboats the unfortunate position of the merchant seamen resulting from the rapid decline of the dollar during the past ten months.

The exact terms of increase are as follows: For men paid on the sterling basis, the rates to be fixed at one-half at 1/6d to the dollar and one-half at current rates, the arrangement to continue for a period of six months, after which the position will be re-considered, unless earlier examination is rendered necessary by an appreciation of the dollar to 1/6d.

Guild spokesmen yesterday stated that Messrs. Butterfield and Swire and Messrs. Jardine, Matheson & Co., Ltd., have already signified willingness to accept this new basis and have agreed for it to come into operation from July 1, 1930.

The Steamboat Company have sent a letter to the Guild stating that they have appointed a special sub-committee to consider the question and the Douglas Company have replied to the effect that the matter is now before their Consulting Committee, whose decision on the matter will be given in due course.

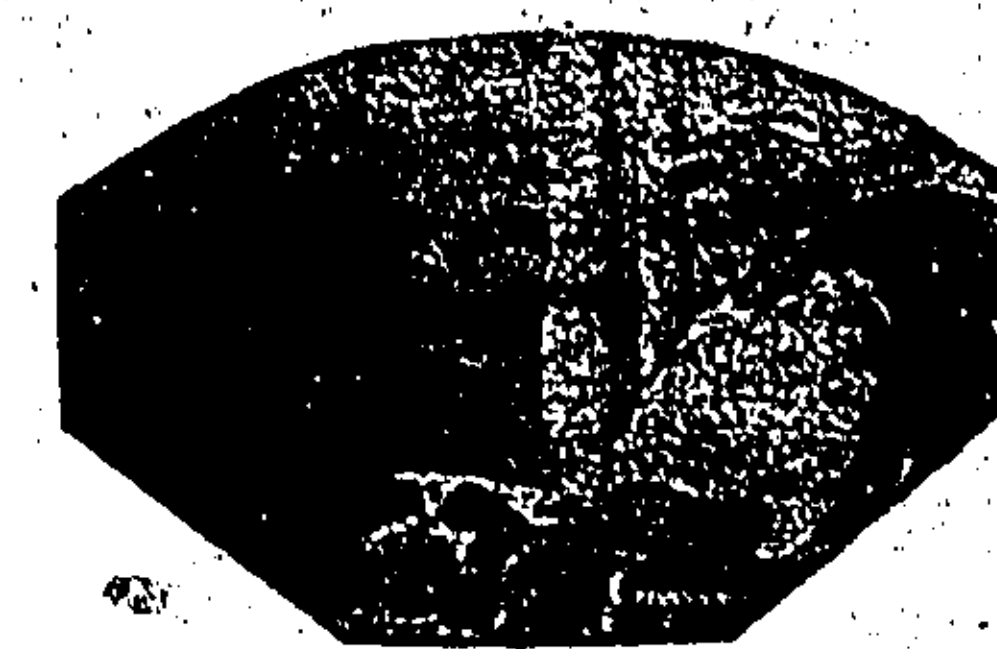
Seventeen members of the River Steamship Owners' Association have agreed to pay an increase of 15 per cent on the existing salaries which are on the dollar basis, this to take effect from August 1. The companies concerned are as follows: Yuen On, Shiu On, Sai On Navigation, Sai Hing, Tung On, Sze Yap, Kwong Wing, Tung Yick, Siu Hing, Chuen On, Hung Tak, Kwai Lum, Sang Wo, Tung Wo, Kam Hing, Fook and the Sing Hing Steamship Companies.

The Chuen On Company have refused to agree to the new terms, and Messrs. S. T. Williamson, Messrs. Carmichael and Clarke, and the Pan Kok Sui, who were asked to make an increase of 25 per cent in view of the fact that they owned overseas boats, have also declined.

The establishment of a Trade Board for the catering trade seems imminent from a reply given by Miss Bondfield (Minister of Labour) to a question in Parliament. She said she was satisfied that conditions exist in the catering trade which justify action under the Trade Board Acts. She was considering what form of action should be taken. Asked whether she proposed to include hotels, Miss Bondfield replied, "That is a question of scope."

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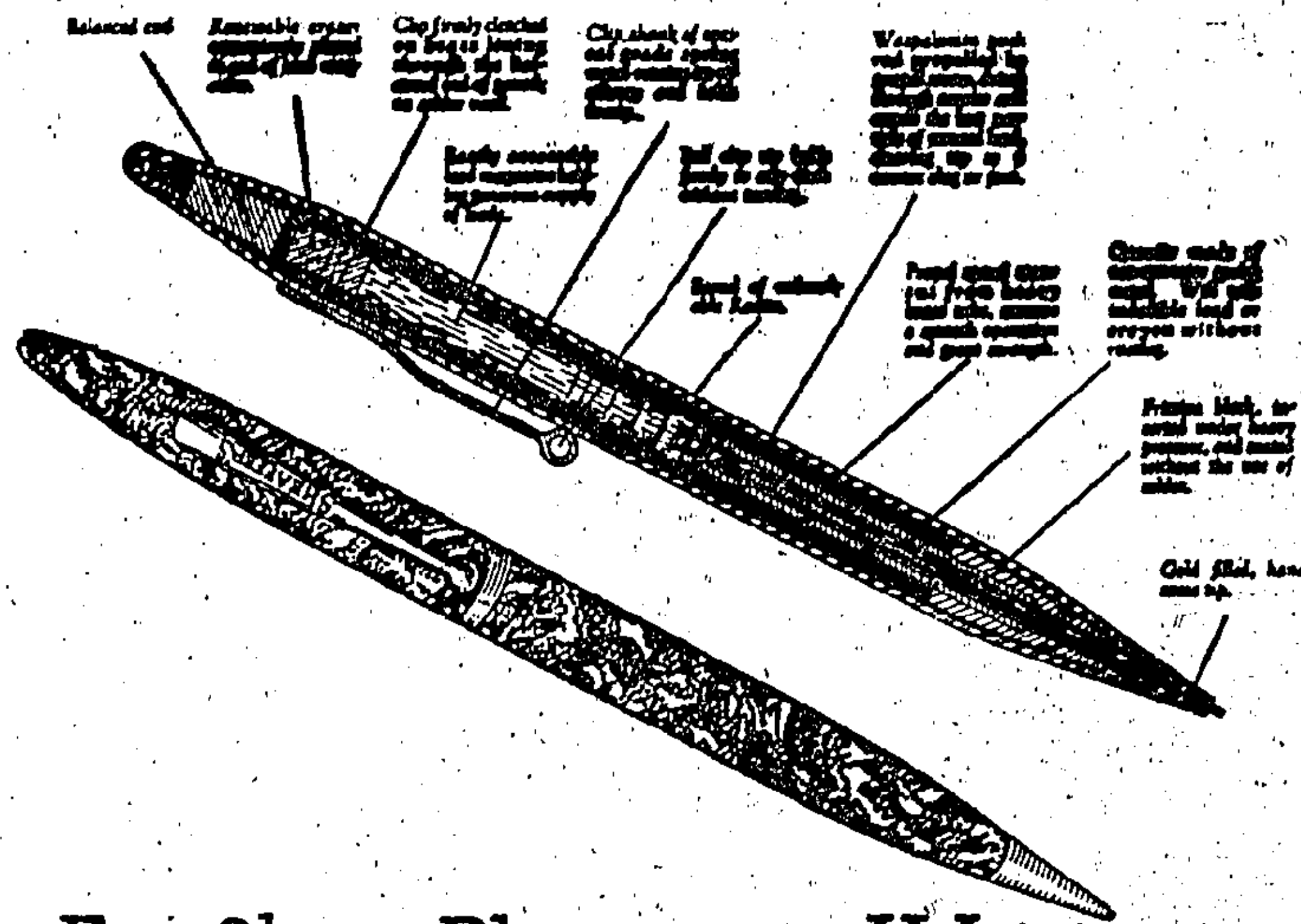

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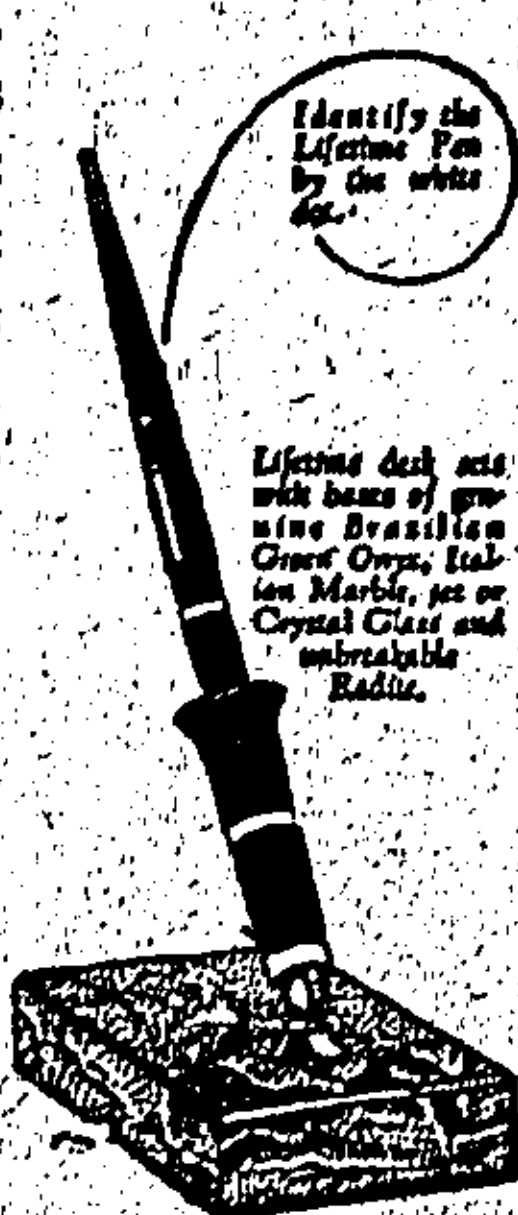
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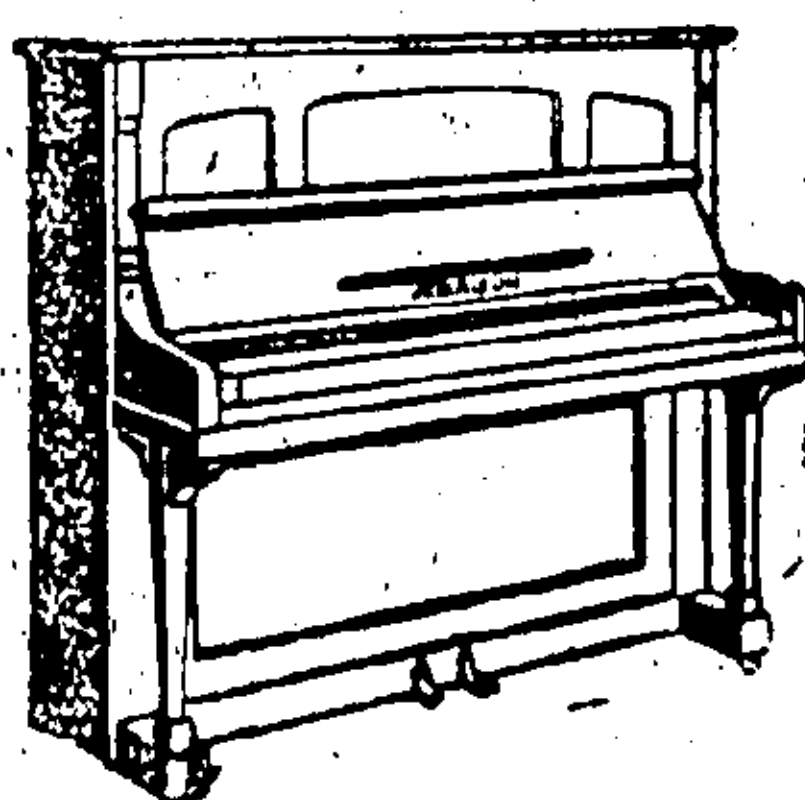
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KOWLOON-CANTON RAILWAY NOTICE.

The Public is hereby informed that a revised Timetable will come into force on and from Tuesday, 26th August, 1930. Attention is drawn to alterations to the time of arrival and departure of certain local trains:

As a result of improvements to the track between Canton and Shek Lung the through journey is now reduced to 4½ hours.

It is hoped to resume normal running by the end of the year.

R. BAKER,

Manager.

Kowloon, 22th August, 1930.

HONGKONG REALTY & TRUST COMPANY, LIMITED.

AN INTERIM DIVIDEND of thirty cents per share, in respect of the year 1930, will be payable on Thursday, the 4th September 1930, on which date Dividend Warrants may be obtained on application at the Company's Office, Exchange Building.

The Transfer Books of the Company will be closed from Thursday, the 28th August, 1930, to Wednesday, the 3rd September, 1930 (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors,

C. F. V. RIBEIRO,

Acting Secretary.

Hongkong, 9th August, 1930.

NOTICE.

Some of the shareholders of the Hongkong Realty and Trust Co., Ltd. have prepared a Requisition to be made to the Directors for convening a Meeting to pass certain important Resolutions affecting the Company.

Any shareholder desiring to see or sign the Requisition should apply personally to the undersigned during office hours when full particulars will be gladly supplied.

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CHURCH NOTICES.

To-morrow the Tenth Sunday After Trinity.

LOCAL SERVICES.

S. John's Cathedral, Hongkong, August 24th, 1930. Tenth Sunday, after Trinity. St. Bartholomew's Day. Holy Communion 8 a.m. Parade Service 9.15 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Matins and Sermon 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: R. V. H. Brougham, Chaplain of the Missions to Seamen.

Union Church, Kennedy Road, Hongkong. Morning worship, 11 a.m. (Broadcast) Subject, "The Fight for Peace." Evening worship, 6 p.m. Preacher, Rev. John Foster.

Wesleyan Methodist Church, Queen's Road, East. Sunday Service: Morning, 10.15 a.m. Preacher: Rev. E. A. Eastin. Evening, 6.00 p.m. Preacher, Mr. A. W. Ingram. Sailors and Soldiers Home, Sunday, 8.15 p.m. Service Men's Hour. Monday, 3 p.m. Meeting of Ladies' Church Aid.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Mind." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass. U.S.A.

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ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	Aug. 21	Aug. 22
Shiuhing	8.9	8.2
Tsingyuen	6.1	6.6
Samshui	4.2	3.7
Sheklung	1.9	2.1

The highest levels on record are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Sheklung 15.5 feet.

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The undersigned have received instructions from The Executrix of the Estate of the late Mrs. Brotherton Barker to sell by Public Auction,

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RADIO NOTICES.

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NEW POSTAGE RATES.

The following rates of postage are now being charged on letters (other than postcards) addressed to the following destinations:—

Destination	Rate of Postage
Places in the Colony	3 cents for each oz. or part of an oz.
United Kingdom and British Possessions and Protectorates	8 cents for each oz. or part of an oz.
Macao	4 cents for each oz. or part of an oz.
China proper, excluding Sinkiang, Mongolia and Tibet	14 cents for the first oz. and 3 cents for each additional oz. or part of an oz.
Foreign Countries generally	

The special rate of 2 cents per 4 oz. on newspapers published in the Colony and addressed to Hongkong, United Kingdom, British Possessions and Protectorates, China and Macao has been abolished and the rate of 2 cents per 2 oz. substituted therefor.

Circulars for addresses in the Colony or Wei Hai Wei, which are posted in batches of not less than ten of uniform size and weight, and which are posted by being delivered to an officer of the Post Office, are now charged postage at the rate of 2 cents for each 2 oz. or part of 2 oz. instead of 1 cent per 2 ozs. as heretofore.

INWARD MAILS.

From	Per	Due
U.S.A., Honolulu, Japan, Shanghai (San Francisco 25th July) and Europe via Siberia (London 2nd August)	Pres. Polk	August 23.
Shanghai and Swatow	Szechuen	August 23.
Calcutta and Straits	Shirala	August 23.
Japan	Ginjo Maru	August 23.
Manila	President Lincoln	August 24.
Amoy	Tjisalak	August 24.
U.S.A., Honolulu, Japan & Shanghai (San Francisco 1st August)	Pres. Cleveland	August 25.
Amoy and Swatow	Van Heutz	August 25.
Japan and Shanghai	Angers	August 25.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver B. C. 7th August)	Emp. of Canada	August 25.
Japan	La Plata Maru	August 25.
Shanghai and Amoy	Tjisalak	August 31.
Saigon	G. Metzinger	September 1.
Sourabaya	Tjibesar	September 3.
Japan	Tanda	September 3.
Shanghai	Oldekerk	September 8.
Australia and Manila	St. Albans	September 8.

OUTWARD MAILS

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Samshui and Wuchow	Tai Ming	Sat., Aug. 23, 4 p.m.
Amoy	Anhui	Sat., Aug. 23, 5 p.m.
Manila	Pres. Polk	Sat., Aug. 23, 5 p.m.
Foochow via Swatow	Cheong Shing	Sat., Aug. 23, 5 p.m.
Hoihow, Pakhoi and Haiphong	Chengtu	Sun., Aug. 24, 8.30 a.m.
Swatow, Amoy and Formosa	Hozan Maru	Sun., Aug. 24, 8 a.m.
Bangkok via Swatow	Kwanchoy	Sun., Aug. 24, 9 a.m.
Sandakan	Mausang	Mon., Aug. 25, 10.30 a.m.
Straits and Calcutta	Namsang	Mon., Aug. 25, 10.30 a.m.
Swatow	Hydrangea	Mon., Aug. 25, 3 p.m.
Straits	Van Heutz	Mon., Aug. 25, 5 p.m.
Batavia	Tjisalak	Tues., Aug. 26, 10.30 a.m.
Port Bayard, Hoihow, Pakhoi and Haiphong	Tonkin	Tues., Aug. 26, 12.30 p.m.
Swatow, Amoy and Foochow	Haiyang	Tues., Aug. 26, 1 p.m.
Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Angers	Tues., Aug. 26, 4.30 p.m.
	K.P.O.	
	Registration	1 p.m.
	Letters	1 p.m.
	G.P.O.	
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 27th Sept.)	
Manila	Pres. Cleveland	Tues., Aug. 26, 4.30 p.m.

Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia	Pres. Lincoln	Tues., Aug. 26, 25th 5 p.m.
	Registration	25th 5 p.m.
	Letters	26th 8.30 a.m.
	(Due San Francisco 17th Sept.)	
Swatow	Kwai Sang	Wed., Aug. 27, 8.30 a.m.
Japan, Honolulu, *San Francisco and *South American Ports	Ginjo Maru	Wed., Aug. 27, 10.30 a.m.
Amoy	Taiyuan	Wed., Aug. 27, 5 p.m.
Manila	Emp. of Canada	Thurs., Aug. 28, 3.30 p.m.
Amoy	Hosang	Thurs., Aug. 28, 5 p.m.
Saigon, Ceylon, India, Mauritius, East and South Africa and *South American Ports	La Plata Maru	Fri., Aug. 29, 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ning	Fri., Aug. 29, 2 p.m.
Haiphong	Canton	Fri., Aug. 29, 2.30 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Kashmir	Sat., Aug. 30, 3 p.m.
	K.P.O.	
	Parcels	Aug. 29, 4.30 p.m.
	Registration	Aug. 30, 9 a.m.
	Letters	10 a.m.
	G.P.O.	
	Parcels	Aug. 29, 5 p.m.
	Registration	Aug. 30, 9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 27th Sept.)	

Shanghai, Japan, and *Europe via Siberia	G. Metzinger	Mon., Sept. 1, noon.
*Shanghai, Japan, *Canada, *U.S.A., *C and *S. America and *Europe via Victoria B. C.	Pres. Cleveland	Mon., Sept. 1, 11 a.m.
	Parcels	11 a.m.
	Registration	11 a.m.
	Letters	Noon
	(Due Victoria B. C. 19th Sept.)	
Manila and Java via Sourabaya	Tjisondari	Tues., Sept. 2, 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., Central and South America and *Europe via Vancouver B. C.	Emp. of Canada	Thurs., Sept. 4, 3.30 p.m.
	Parcels	Sept. 3, 5 p.m.
	Registration	Sept. 4, 9.15 a.m.
	Letters	10 a.m.
	(Due Vancouver B. C. 19th Sept.)	

*Superscribed Correspondence only.

For failing to exhibit the prescribed quota of British films during last year, Myer Freedman, proprietor of Tivoli Cinema, Eastbourne, was at Eastbourne Court fined £1 and £3 3s. costs. Freedman, who pleaded guilty, said his booking agent had recently filed his petition; and his local manager, who had been dismissed, had failed to keep his record book up to date. It was stated that Freed-

man showed only 2.27 of British films, while the quota was 5 per cent. Mr. Kemp, of the Board of Trade, said 125 British feature films were registered from April, 1928, to March, 1929, and he did not agree with Freedman that there were not enough copies to go round. The chairman said exhibitors must comply with the act, even though it might mean re-showing films in town.



DAINTY SILK HOSIERY...

SILK SPUN BY THE INDUSTRIOUS LITTLE SILKWORM FOR THESE SILK STOCKINGS ... JUST FOR YOU ... FOR THE WOMAN WHO CARES, AND "BECAUSE YOU LOVE NICE THINGS" ...

FOR SUCH DAININESS THEY ARE EXTREMELY DURABLE TOO ...

GORDON'S SPECIALIZE
IN GOOD SILK HOSIERY.

Columbia New Process RECORDS

LAYTON AND JOHNSTONE

- DB 88 I'LL BE GETTING ALONG
MOMENTS
DB123 THERE WILL NEVER BE ANOTHER MARY
LAZY LOUISIANA
DB 37 HAPPY DAY'S
LUCKY M.
DB 38 SILVER MOON
AIN'T IT GRAND
RO RO ROLLIN
DB122 HAPPY FEET

The Anderson Music Co., Ltd.

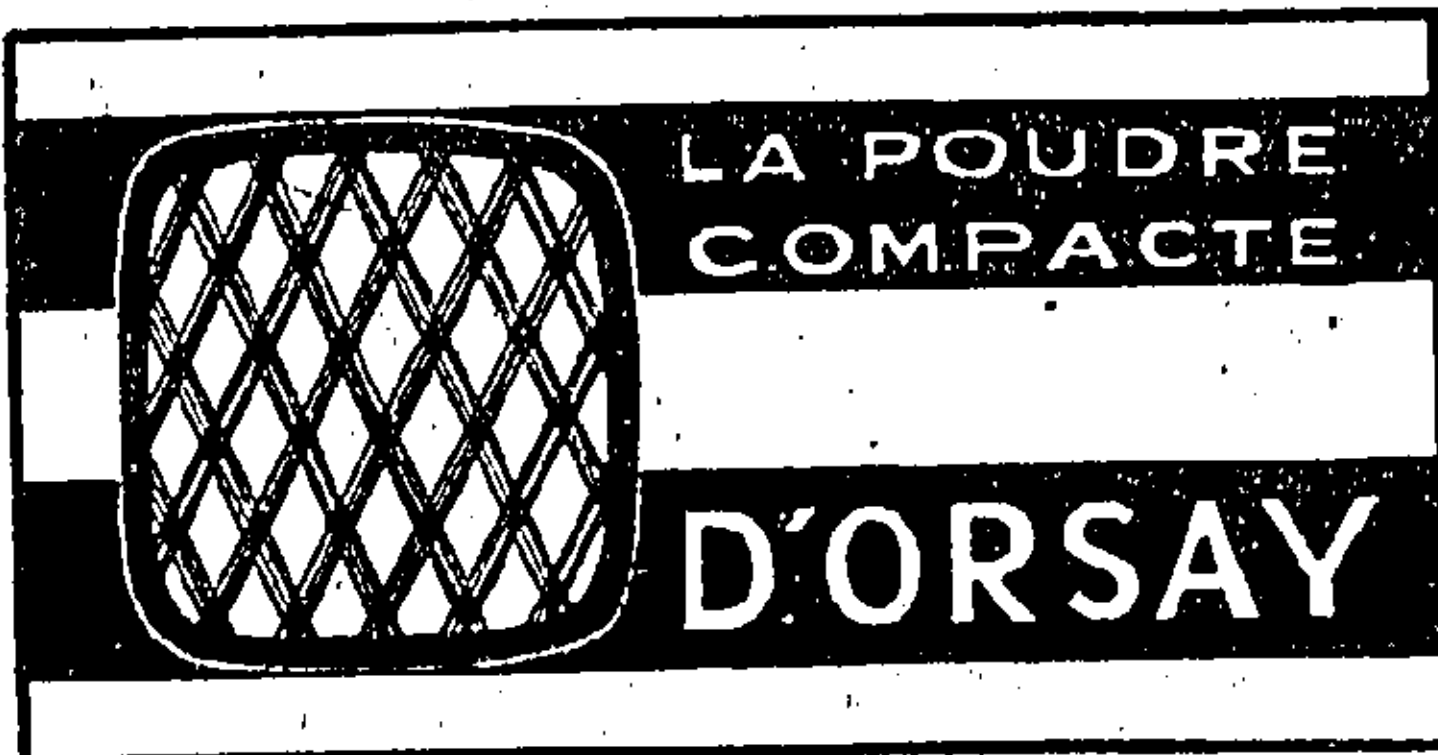
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BOYS' CLOTHING

By the Hongkong Benevolent Society
Gifts of Boys' Clothing will be gladly
accepted at the City Hill any Monday
or Thursday from 10.30 to 11.30 a.m.

FELIX HAT SHOP

7, Ice House Street.
Just received a large assortment of
NEW WASHING NOVELTY FROCKS
from \$8.00.
also the latest
LIDO PYJAMA SUITS \$11.50.



THE LAST WORD
IN COMPACTS

The Colonial Dispensary

18, Queen's Road Central

Telephone C. 21877.

WOMEN'S WORLD FOR OUR LADY READERS.

THOSE TIRED FEET.

[By an Orthopaedic Hospital
Matron.]

Daily work that entails a great deal of standing on the feet is generally very tiring and wearisome. Shop assistants, school teachers, nurses, and housewives know so well the longing "to put their feet up for a bit."

The feet are a very important part of our anatomy, and they are wonderfully designed and constructed to enable them to carry the bodyweight easily and comfortably. The most perfect mechanism, however, needs watching. When signs of undue stresses are apparent on any particular spot, adjustments have to be made to remedy the trouble.

We know that all our railway and transport bridges are arched. This is done to spread the load over as large an area as possible, and to avoid local spots of pressure. In the same way our feet are arched. A longitudinal arch runs along the instep of the foot and a transverse arch across the ball of the foot. Both arches are formed of small bones joined together and supported by ligaments.

Most Common Cause.

The most common cause of tired and aching feet is a weakening of one or both of these arches.

Continuous standing imposes a great strain on the ligaments of the instep. They get tired, then slacken, and consequently fail to support the bony arch which the weight of the body is tending to flatten down. A flattened arch receives the weight too much in the middle, and it is this local pressure which causes so much pain and aching.

A surgeon in charge of an orthopaedic hospital insists on his nurses having their shoes raised $\frac{1}{4}$ in. on the inner sides of the soles and heels. By this means those ligaments that are apt to get tired from constant strain are kept automatically a little taut. Their support to the bony arch is never slackened.

I strongly recommend this expedient to all "tired feet victims." It will not only give relief to the feet, but will be of consequent benefit to the whole body.

The flattening of the transverse arch is responsible for the pain and discomfort that is felt at the ball of the foot. Bad corns often accompany this trouble.

A Test.

If you are in doubt about this arch you can test it for yourself in this manner. Have ready at your feet a piece of brown paper and a chalk. Dip the tip of your finger into some vaseline and care-



Pictured is an overblouse of oyster-tinted crepe satin, with the new deep collar finishing in a soft cascading jabot.

DINNER PAJAMAS PAJAMAS FOR EVENING ARE GLORIFIED AND GLAMOROUS

WHITE MOUSSELINE DE SOIE
AND SILVER CLOTH GAZE THE
SEATED FIGURE—THE GODDESS AND
TRAILING TROUSERS HAVE BOWS
OF SILVER CLOTH AT EACH
KNEE

THE ONE PIECE PAJAMAS IN THE
CENTER ARE OF FLESH COLORED
TAFFETA WITH BLACK VELVET
FLOWERS AND RIBBON—THE SHIRRED
PANELS AT THE SIDES GIVE A
BOUFFANT
EFFECT

THE SUIT AT
THE RIGHT COM-
BINES YELLOW AND
CORNFLOWER
GIFTON—
TROUSERS, PANELS
AND JACKET
ARE CLOSELY
PLEATED



GLADY PARKER

fully apply a spot to the middle of the arch—or ball. Next place your foot firmly on the paper, stand up, and then chalk round the outline of your foot. Lift your foot cleanly off the paper. If a grease mark is left on the paper, then your arch is dropped and you need a little support under that spot.

You can obtain this support very simply by having a sock made to your outline with a little raised dome over the grease spot. The sock can be worn inside your shoe, and once you are used to it, will give you great relief from that terrible aching in the ball of the foot.

In hot weather a little methylated spirit rubbed into the soles of the feet night and morning will keep the skin cool and hard. If it can possibly be obtained, ten to twenty minutes rest at mid-day with the feet raised will refresh the whole body.

Lucky Tea Cups.

The superstitious people who indulge in fortune telling from tea cups will make use of the new fortune-teller's cups, which are made to look exactly like ordinary cups on the outside. Inside the cups are numbers of playing cards painted on the sides and bottom, and a fortune-telling book explains what is meant when the tea-leaves settle on certain cards.

TO-DAY'S RECIPES.

Compote of Apples.

Cook 1 lb. of peeled, cored and sliced apples with $\frac{1}{2}$ oz. each of butter and brown sugar and a gill of water. When soft, mash or sieve them, flavour with vanilla and colour with cochineal.

Put them on to a hot dish and arrange 8 finger biscuits (Savoy) in the form of a star on the compote. Pour a little rum over the biscuits and put a glace cherry in the centre.

Note.—If given to children, omit the rum.

Jellied Apples.

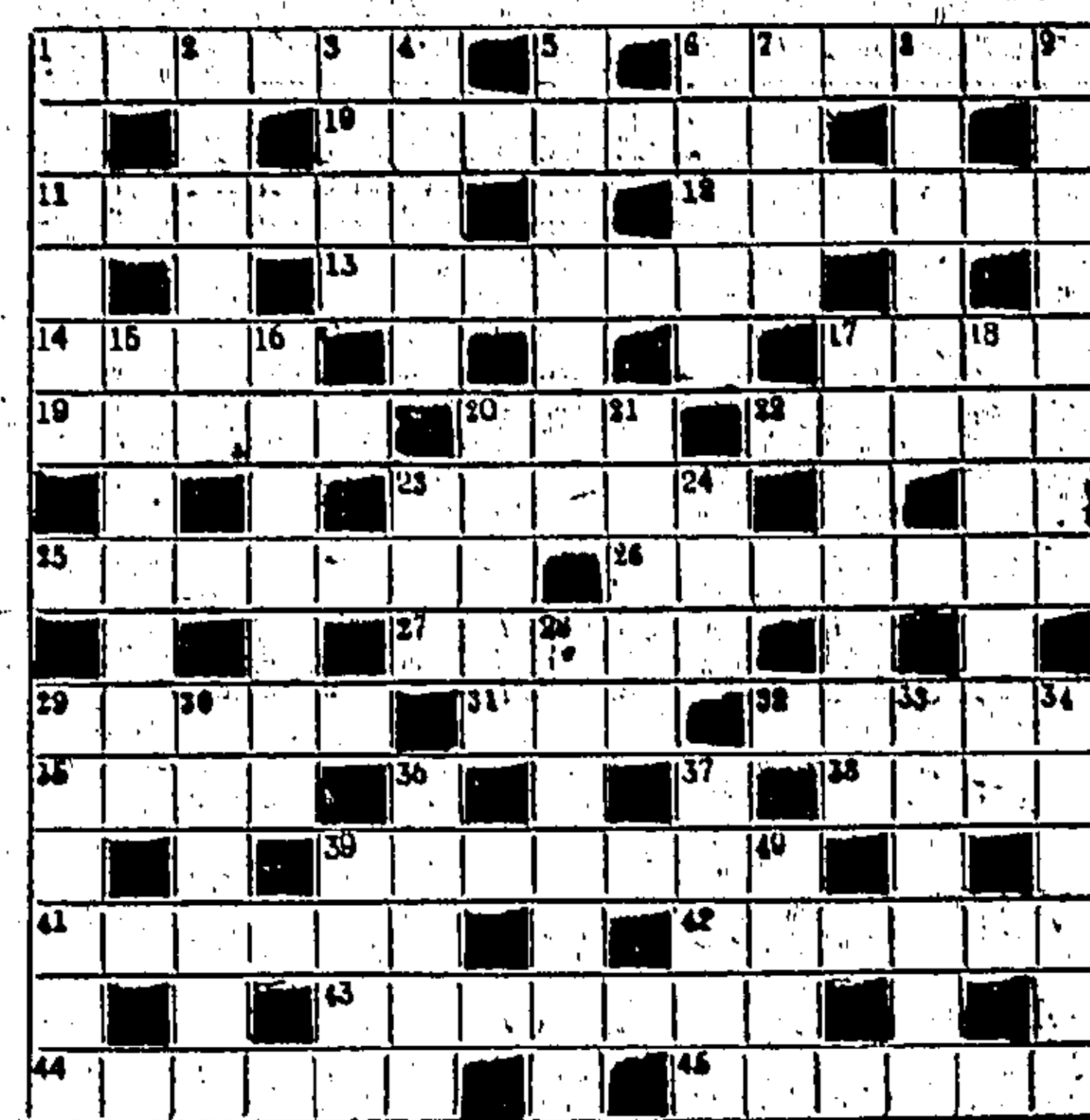
Stew some peeled and cored apples in syrup until soft, but not broken. Arrange in a glass dish and coat each with just melted apple, crab-apple, red currant or bramble jelly.

Stuffed Apples.

Peel and core some apples without breaking them, stew gently in sugar syrup, and fill with one of the following mixtures. Paint each apple with cochineal, dish in a compote dish, and pour the syrup round.

Fillings.—Chopped stone raisins and almonds. Jam and whipped cream. Chopped glace fruits mixed with thick custard or whipped cream. Mincemeat: This is put into the apples before stewing them.

OUR BRITISH CROSSWORDS.



- Across
- Most safe.
 - Festive.
 - Complicated.
 - Narrow band.
 - Competitors.
 - Guarantee.
 - Neat.
 - Observed.
 - Silent.
 - By-product of coal.
 - Billet of wood.
 - Tendon.
 - One attached to an embassy.
 - Satisfy.
 - Mistake.
 - Yellow, transparent substance.
 - Sitch.
 - Fitted persons.
 - Resting place.
 - Mentally sound.
 - Internal.
 - More readily.
 - Trader.
 - Reverenced.
 - Small surgical instrument.
 - Composition for seven voices.

- Down
- Kind of music.
 - Lofty turret.
 - Elves.
 - Oriental.
 - Layers.
 - Plant again.
 - Feminine pronoun.
 - Series of battles.
 - Deductions.
 - Starry.
 - Narrow strip of wood.
 - Young eagle.
 - Hidden.
 - Writing mark.
 - Secrets.
 - Scorch.
 - Yield.

Yesterday's Solution.

CRASH CRASH CRASH
RENT MOUNTAIN
A FOOT A RIL LOED
BENCH RELEASE G
R KIND AVER E
S PINE TAFIS O
ELAN WHEAT CUB
RING TENON COTE
TET V ROPE OPEN
ON COVER SAWY D
C POLO SPAR U
L A V A R A G E K I L N S
E D C E D R W O L D U C E
F I E R Y C E T O R L E
T E S T A S H E D C R E E K

In an unusual house possession case at Leeds County Court Judge Woodcock held that a 14-year-old girl was entitled to carry on the tenancy as the only member of the family living there when her father, the tenant, died. He gave judgment for the girl with costs. It was urged for plaintiff that as the girl was an infant at law, she was incapable of entering into a contract.

WHITE and COLOURED FELT HATS

JUST OPENED
FOR THE
PRESENT SEASON.

These are from London and Paris,
there being many choice examples
in the latest styles.

Prices from \$5.50 to \$16.00

ELITE STYLES

A. P. C. Building.

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FRECKLES AND HIS FRIENDS

Up a Tree!

By Blosser



FLETCHER'S EAU DE COLOGNE

IN MAGNUM BOTTLES,
DELIGHTFULLY FRAGRANT
AND REFRESHING.

THE PHARMACY
(FLETCHER & CO. LTD.)

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Tel. 20345.

Healthful, Refreshing and Cooling!

WATSON'S LEMON SQUASH and LIME SQUASH

made from the REAL FRUIT

With GIN,
or as a GIN SLING
make a DRINK par excellence.

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Manufacturers of High Class
Aerated Waters.

"H.M.V."

Records you will Enjoy

A. A. Milne's Poems set to Music
by H. Fraser-Simpson

"When we were very Young"
Soloists—George Baker—Mimi Crawford—
Christopher Robin

B-2221 Buckingham Palace; Three Foxes
Politeness; Market Square.

B-2222 Christening; Brownie
Lines and Squares; Vespers

B-2220 Happiness; Missing; In the fashion
Halfway Down; Hoppity; Growing up.

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B-3180 Nursery Chairs; Waiting at the Window;
Morning; The End.

B-3179 Shoes and Stockings; Forgiven;
Binker.

B-3178 Us Two; Knights and Ladies;
In the Dark.

B-2980 Us Two; (Master Christopher Robin)
also

B-2866 Popular Nursery Rhymes
(Sung by Uncle George's Party)

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THE LIGHTWEIGHT RAINCOAT



This fawn lightweight Raincoat has proved year after year to be the ideal Raincoat for the hot weather. Made in Raglan style with a storm collar and strap on cuffs in good rubber-proofed material. Weight 16 ozs. for size 38". All sizes in stock 32" to 48" Chest measurement.

Lane, Crawford, Ltd.
Men's Wear Stylists.

NEVER BEFORE A STUDEBAKER

SO LOW IN PRICE!

1924 ...Light Six G\$1045
1925 ...Standard, G\$1125
1926 ... G\$1145
1927 ... G\$1160
1928 Director Six G\$1195
1929 ... G\$ 995

AND NOW A NEW
STUDEBAKER SIX

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—70 Horse-Power

114" Wheel Base

4-Wheel Duo-Servo Brakes

Ride in this new Studebaker
and know its Big Car Value!

The Hongkong & Shanghai
Hotels, Ltd.

The
Hongkong Telegraph

SATURDAY, AUG. 23, 1930.

HOW THE INNOCENT SUFFER.

The plight of Nanning, the well-known Kwangsi city, is at the present moment a distressing one. Having fallen into the hands of troops which do not recognise the authority of the Nationalist Government it is undergoing an experience which must be extremely terrifying to its inhabitants. For weeks now, Yunnanese forces who are said to be loyal to Nanking have been endeavouring to capture the city, and working in co-operation with them are Cantonese airmen who have been making periodical bombing raids in the hope of subduing the defenders. So far, however, the assaults appear to have been unsuccessful, with the consequence that the city is still in the hands of Kwangsi rebel forces.

Some idea of what life must be like in the city under siege conditions was given by a correspondent in yesterday's issue. For a fortnight at least there have been repeated assaults by the Yunnanese, aided by air raiders, and the details given yesterday of these happenings show that the people have been undergoing terrible hardships and very considerable danger. Apart from the risks of warfare to which they are exposed, there are sanitary problems to be faced, owing to the dumping of the bodies of large numbers of dead troops just outside the city walls, whilst water and food supplies have been very much cut down. One of the worst features of the siege has been the loss of life and damage to property caused by the bombing planes which every now and then visit the city. If only military objectives were bombed, there could not be much objection, but it is obvious that, as in other cities in the war zones in China, civilians have greatly suffered and much private property been destroyed. The wrecking of the Roman Catholic Cathedral can only be described as a disgraceful piece of work whilst the indiscriminate dropping of bombs in other areas, as reported by our correspondent, indicates that the invaders are not very particular in what they do. During the civil war in the North, there have been many occasions on which bombing

planes have wrought terrible damage to civilian life and property, so much so that Chinese residents as well as foreign Consuls have been compelled to protest against the outrages. The same kind of thing is apparently happening in Nanning, if on a somewhat smaller scale. Even hospitals are not spared, apparently, though the British institution which has suffered appears to have been hit by shells fired from the walls by the defending forces. This hospital has been doing a splendid work of mercy in tending to the wounded, and some little time back an effort was made to ensure that it should be safeguarded from damage. The garrison commander then made a promise that this request should be respected so long as the Red Cross and the Union Jack were displayed. These emblems, however, have not secured immunity, for yesterday's report shows that the upper part of the building has been riddled by shrapnel shells and one of the wards rendered uninhabitable. Moreover, even some of the patients and the dressers have been wounded.

These facts serve to throw into prominence the consequences of civil war in China. If the militarists themselves alone suffered, it would not greatly matter, but when innocent civilians lose their lives, private property is damaged, and the humanitarian work of hospitals is jeopardised, it is high time steps were taken to render these things impossible. It is certainly nothing short of lamentable that, as reported yesterday, some seventy or eighty shells should be fired into streets adjoining a missionary hospital which is doing a fine work in the interests of the Chinese. The lot of the foreigners in such an institution, under such conditions, must be a most unenviable one. That they should stay on and continue to serve the unfortunate victims of war is a tribute to their devotion and self-sacrifice. None the less, we cannot but bemoan the happenings in this stricken city, the inhabitants of which do not know what the to-morrow may have in store for them.

Children as Companions.

The maxim that "children should be seen and not heard" has gone the way of a great many other Victorian principles of "correct" conduct, and will probably never be revived. If the present generation of children seem, by contrast with the last, a trifle too self-assured and lacking in respect for their elders, their emancipation from the former strait-laced discipline has resulted in a spirit of youthful candour, which has done everybody a great deal of good. A child is never more subservient to discipline than when treated as an equal in the household, never more rebellious—and "difficult"—than when his parents, or well-meaning relatives, "condescend" to interest themselves in his supposedly "inferior" point of view. Mrs. Spears, who is better known as Mary Borden, the novelist, goes even further. She maintains that children ought to be taken into the confidence of their elders much more than they are. "I find, when I have a difficult problem to solve," she stated recently, "that no one can give me such good advice as my children. Children are good judges of character, and they have an extraordinary instinct for truth and sincerity." Quite irrespective of the doctrine that each generation is older, and, therefore, inherently wiser, than the preceding one, it is indisputable that children are far quicker in forming a true estimate of a person's character than many older people. Their perceptions are keener, their purely animal instincts unspoiled. Because they are not always blurring out home truths does not mean that they are unobservant. It very often implies, in the present generation, a disinclination to hurt the feelings of those they admire. Our modern children seem to combine

DAY BY DAY

IF THOU KNOWEST ANYTHING GOOD OF A MAN TELL IT UNTO OTHERS; IF ANYTHING ILL, TELL IT PRIVATELY AND PRUDENTLY TO HIMSELF.—Burkitt.

His Excellency the Governor has appointed Mr. John Heywood Gelling to act as Secretary to the Sanitary Board.

The name of Mr. R. W. Webber, of Messrs. A. S. Watson and Co., has been added to the register of chemists and druggists.

It is notified that the name of the Ming Yuen Recreation Garden Wing Fat Company, Limited, has been struck off the Register.

The Government is inviting tenders for the first section of the catchwater and contingent works in connexion with the Aberdeen Valley waterworks scheme.

Tenders are being invited for the purchase of two Gwynne turbine pumps complete with air pumps. These pumps, which may be seen at the Central Fire Station, are constructed almost wholly of gun-metal and have each a pumping capacity of 500 gallons per minute against a head of 230 feet.

His Excellency the Governor has made the following promotions in the Hongkong Volunteer Defence Corps to date from 18th August 1930:—Company Sergeant-Major John Henry Lawrence to be Second Lieutenant; Company Quartermaster Sergeant Jose Victor Vieira dos Remedios to be Second Lieutenant; Sergeant Henry Joseph Silva to be Second Lieutenant.

The Government is inviting tenders for a licence for the exclusive maintenance of the ferry services for the conveyance of persons between Victoria and Hunghom, Victoria and Kowloon City, Victoria and Sai Wan Ho, Victoria and Shauikeiwan, Hunghom and Kowloon City, Hunghom and Sai Wan Ho, Hunghom and Shauikeiwan, Kowloon City and Sai Wan Ho, Kowloon City and Shauikeiwan, Sai Wan Ho and Shauikeiwan.

It is notified that the Government proposes to erect a public latrine on Crown land off Sai Yee Street east of Kowloon Inland Lot No. 1579 and south-east of Kowloon Inland Lot No. 1580. If any owner or occupier in the immediate vicinity of such site objects to such erection, such objection must be sent in writing to the Colonial Secretary as at to reach his office not later than Friday, 12th September.

an extraordinary acuteness of perception with a rare gift of expressing their considered judgments. They are more worth while listening to than were their parents at the same age.

TOPSY-TURVEYDOM

Coiners' "Palm Off."

While resisting arrest, a Cologne man who was suspected of being a member of a band of coiners was shot and wounded by a police officer. He was conveyed to hospital. During the night three men entered the ward. They said that they were police officers and had instructions to remove the patient to another medical station. The night sister consented, and the men carried the patient to a waiting motor-car and drove off. The next day it transpired that the men had adopted the ruse to effect their comrade's escape.

A 65-year-old woman, (Mrs. J. Perryman, of Tunbridge Wells Kent), has for the third year in succession won a competition for the most beautiful hair.

Stout Buttons!

Percy Firth, foreman erector, was in danger of falling 40 feet, because of a rope breaking, while he was engaged on the new municipal buildings at Peterborough. A fellow-workman grabbed him by the braces and held on until he got assistance.

Gold-plated doorknobs are the latest Paris luxury for American hotel clients. The earliest order on record for door knobs has just been given, to an American hardware corporation who are to supply gold-plated knobs for the decoration of many rooms of the new Waldorf-Astoria hotel. The order approaches \$50,000.

Growing Pains.

A bantam hen which had been missing for some time from the farmyard of Pitsea Hall, Pitsea, Essex, has returned with two goslings. Apparently she found the geese eggs in a corner of the marshes where wild geese are occasionally found. The hen guarded the goslings jealously, but showed alarm at the rapid rate at which they are growing.

Speed!

A card posted in Bristol on March 3rd, 1904, has just been delivered to Mrs. F. Rose, of Springfield-road, Cotham, Bristol, having taken 26 years to travel two miles! The postman was instructed to demand a surcharge of one penny, as only a halfpenny stamp was used.

New "Sport."

A new company has been formed in Norway to exploit a remarkable method of killing whales by electricity. A harpoon attached to a cable is fired. When it strikes the whale it becomes charged with electricity and electrocutes the monster. Death is instantaneous and the carcass remains afloat.

Beggars' Profitable Profession.

A startling increase in the number of beggars in the streets of New York, whose earnings are estimated at \$2,000,000 a year, is revealed in the annual report of a sub-committee of the New York

Welfare Council. The number of beggars is listed at 2,000, making their average estimated income \$1,000 each.

Golden Goose.

From Germany comes a story of a child's life being saved by a goose. It happened on a farm near Sangerhausen, Saxony, where the hands working in the fields were surprised when the excited goose ran towards them and then back into the farmyard. As the excited bird repeated this performance several times, one of the hands followed the bird and saw the farmer's two-year-old child in the pond. The pond was not very deep, but swampy, and the child could be rescued in time.

Powder Does It!

Indelible powder led to the arrest of a domestic servant remanded at Northampton on charges of attempting to steal four ten-shilling notes from a trousers pocket in a wardrobe at a house in St. Michael's-avenue, Northampton, where she was employed. It was stated that the numbers of the notes were copied, and indelible powder placed in the trousers pocket. The next day a detective saw the woman had powder on the face and one hand.

A Rambling Fortress.

An amphibian tank that can swim at 10 miles an hour, travel at 50 miles an hour on rough ground, and at 70 miles an hour on a good road is being built for the United States Government. This "rambling fortress" will, it is claimed, be bomb-proof and gas-proof, and be able to carry a load of 12 tons, even through swamps. The estimated cost is \$7,600.

Ad. Reward.

A boy at Little Missenden, Bucks, found a woman's handbag, containing money and jewellery. His mother, finding a name and address in the bag, travelled eight miles by bus, paying 8d. for the fare, and walked a further three miles, to return the bag to the owner in a remote part of Amersham. She was rewarded with —1s.

Where Laughter is Banned.

Crewe (Cheshire) Corporation have decided to close a children's paddling pool on Sundays. It was contended that there was the risk of the children soiling their best clothes. Another argument was that people living near resented the noise of the children's laughter on Sundays.

Somewhat Out of Date.

When a toy drum made in Germany was broken up at Portsmouth a parchment marriage certificate written 180 years ago was found inside it. The certificate is written in English and refers to the marriage of Benjamin Spark and Catherine Morworth at the church of St. Dunstan-in-the-West, London, E. C., on July 21st, 1750.



"And this will be your second marriage?"
"No. This is my second, going on my third."

**MERCHANT ROBBED
OF \$20,000.****HONGKONG PASSENGER'S BIG
LOSSES.****DRAFTS AND NOTES.**

Canton, Aug. 21.
A returned merchant from America, named Kwan Shung-shun, while on his way back to his native village from Hongkong to Kongmoon, was relieved of over \$20,000 Hongkong currency, besides his wrist watch and pass-books, says a Kongmoon correspondent.

The incident took place at the wharf at Pakkai, Kongmoon, at 7 a.m. on the 18th, when he disembarked from the s.s. On Lee. His pocket-book, which was attached to his belt, said to have contained over \$20,000 in notes and sight-drafts, was picked while he was attending to his luggage. As soon as he became aware of his loss, he immediately notified the police. The latter at once began a search of all those present on the wharf, but with no result.

According to his statements to the police, his losses amount to \$3,600.00 in drafts issued by the Sincere Co., while others issued by the Wing On Co., amounting to \$4,000 and \$8,000, were also included in his losses. The rest were all in notes. Besides this his other losses include passbooks of the National Commercial & Savings Bank issued by their Singapore and Hongkong offices.

Apart from the search of those on the wharf, the police also had all the junks lying in the harbour thoroughly examined on the day the matter was reported, but neither the culprits nor the monies have yet been found. The matter is engaging the attention of the Kongmoon Police.—*Canton News Agency.*

**GLOUCESTER LOSE
GROUND.**

(Continued from Page 1.)

102. Root and Perks shared the wickets, the former taking five for 43 and the latter four for 36. Worcester went in to bat strongly and declared with their total at 333 for six wickets. Wright played a fine innings, being dismissed when he had made nine over his century. Surrey's batting improved when they went to the wicket again and they compiled 253. Perks taking five for 54. Worcester, only wanting 23 runs to win, obtained them without the loss of a wicket.

Middlesex v Somerset.

Two centuries were made in the match at Taunton when Lee hit up 150 for Middlesex when they batted first. Middlesex carried their total to 339 for nine wickets and then declared. Somerset went in to make 204, a very fair score being made possible by the bright batting of Case. He knocked up 108 before his wicket fell. Middlesex again declared in their second innings with the score at 182 for six but they were unable to force a victory, Somerset playing out time and being 133 for one wicket when the game ended.

Glamorgan v Essex.

Little play was possible in the Glamorgan-Essex match which ended in a draw, each team taking four points. Glamorgan made 117 for three and then declared. Essex went in to make 72 for two wickets.

Derby v Gloucester.

It was very low scoring at Chesterfield where Derbyshire secured a victory on the first innings against Gloucester. Derbyshire batted first to make 200, Goddard taking five for 71. Gloucester replied with 171, Slater taking five of the wickets for 84 runs. Derbyshire made 170 in their second knock when Parker took six for 60 and Gloucester took their second innings total to 87 for two.

Sussex v Lancashire.

Each team got four points, the match being drawn. Sussex made 415 for 6 and then declared. The innings was marked by fine centuries by J. Parks and H. Parks, the former making 115 and the latter 123. Lancashire made 227 for seven wickets.—*Reuter.*

To-day's Matches.

The following matches are starting to-day:
Middlesex v Kent at Lord's.
Surrey v Yorkshire at the Oval.
Derbyshire v Essex at Derby.
Hampshire v Northants. at Bournemouth.
Notts. v Lancashire at Nottingham.
Glamorgan v Somerset at Cardiff.
Sussex v Worcestershire at Eastbourne.
Leicestershire v Warwickshire at Hinckley.
Gloucester v Australians at Bristol.

**BETTY WINS WAY
TO FINALS.****SUCCESS IN U.S. SINGLES
AND DOUBLES.****TWO EASY VICTORIES.**

Forest Hills, Aug. 22.
In the semi-finals of the American championships Miss Betty Nuthall defeated Miss Majorie Morrill 6/8, 6/4, 6/2.

In the other semi-final, Mrs. Harper beat Baroness Levi 6/2, 6/3.
Miss Nuthall with Miss Sarah Palfrey also won the doubles semi-final, beating Miss Morrill and Miss Penelope Anderson by 6/2, 6/4.

In the other doubles semi-final, Mrs. Harper and Miss Edith Cross defeated Miss Marjorie Gladman and Miss Josephine Cruickshank 6/4, 2/6, 6/4.—*Reuter's American Service.*

Newport (R.I.), Aug. 22.
In the semi-finals of the Casino invitation tournament, Tilden had a walk-over from Hunter, who scratched, whilst Allison beat Lott 2/6, 6/3, 7/5, 6/3.—*Reuter's American Service.*

**LARCENY FROM
N.A.A.F.I.**

(Continued from Page 1.)

ber of a community and make a new start.

Mad, Stupid or Ignorant.

Mr. Lo remarked that the defendant must have been mad, stupid or absolutely ignorant to have committed the offence or he had not realised the seriousness of the matter. There was no chance of the defalcations being covered up, as in the case of a man embezzling money and making it up again. In the present case, detection had to come even if the money had been paid back.

Proceeding, Mr. Lo said he would also like to say that the defendant's family since the sad and regrettable affair, had made full reparations and he (Mr. Lo) hoped his Worship would take that into consideration. The money had been restored, and as Mr. Prior had said, the defendant was a young man with a wife and family. He (Mr. Lo) therefore asked his Worship to exercise the discretion which he undoubtedly had and not send the defendant to gaol.

His Worship said that as the prosecution had agreed with the defence in asking for leniency, he was prepared to impose a fine. He would fine the defendant \$250, or three months' hard labour.

**NOT TO RESUME AS
TREASURER.****THEODORE RECOMMENDA-
TION TURNED DOWN.**

Sydney, Aug. 22.
It is understood that the Commonwealth has decided to reject the recommendation that Mr. Theodore, the former Federal Treasurer, should resume his post as Treasurer during the absence of Mr. Scullin.

The recommendation was made by Mr. Graves, president of the Australian Labour Party, on the ground that it was necessary to have a strong representative of Labour at the helm, otherwise Mr. Scullin should not leave Australia at present.—*Reuter.*

**AMERICAN NAVAL
YARDS.****PROPOSALS FOR CLOSING
DOWN.**

Washington, Aug. 22.
Mr. Jahncke, acting Secretary for the Navy, announces that he has recommended the closing of the naval plants at Alexandria (Virginia) and South Charleston (West Virginia), and he is also contemplating recommending the closing of the Charleston (South Carolina) Yard.—*Reuter's American Service.*

A contractor's coolie, named Ah Lung, who was employed on the dismantling of a crane at the Naval Dockyard, fell to the ground, a distance of about 20 feet, yesterday afternoon. Removed to the Government Civil Hospital with serious injuries, he died an hour after admission at 3.30 p.m. The cause of the accident is being investigated by the naval authorities in conjunction with the civil police.

Mr. T. H. Ingram, living at No. 5, Torres Buildings, Kowloon, has reported to the police the theft of a push-bicycle yesterday while it was left outside a friend's house in Cameron Road.

**ESTATE OF MR. C. P.
ANDERSON.****ARCHITECT LEAVES \$3,800
IN HONGKONG.**

Local estate to the value of \$3,800 was left by the late Mr. Charles Peake Anderson, architect, formerly of Hongkong, and late of No. 8, Bulstrode Street Marylebone, Middlesex, who died on November 23, 1929. Gross estate outside Hongkong amounts to \$142 15s.

Re-sealing of letters of administration have been granted to Mr. G. G. N. Tinson, of Messrs. Johnson, Stokes and Master, who is attorney for the widow, Constance Anderson, administratrix, of No. 112, Adelaide Road, Hampstead, London.

Mr. George Morrison, saw-miller, late of No. 14, Stanley Terrace, Quarry Bay, who died at St. Paul's Hospital on or about October 13, last year, left Hongkong estate worth \$12,700. Letters of administration with the will annexed have been granted to Mr. John Laing, foreman shipbuilder of Quarry Bay, who is attorney for the widow, Jeannie Morrison (or Kemp), who is residing at No. 17, Ardgowan Square, Greenock, Renfrew, Scotland.

Testator bequeathed everything to his wife with the provision that if she died the estate should be equally divided between their two children, Alexander and Caroline.

**EMPLOYERS REPORTS
ON MUI-TSAL.****MAY NOW BE MADE AT
HOSPITALS.**

It is intimated that Regulation 5 of the regulations made by the Governor-in-Council under the Female Domestic Service Ordinance, 1923, is now amended by the insertion, in paragraph (2), of "or at the Tung Wah Hospital, or at the Kwong Wah Hospital," next after "or at any police station."

The effect of the amendment is to provide two additional places at which report may be made by the employer, who produces the prescribed identification ticket, upon (a) the death of the *mui-tsai*; (b) the disappearance of the *mui-tsai*; (c) any intended removal of the *mui-tsai* from the Colony whether temporarily or (d) any change of address of the *mui-tsai* or of the employer; (e) the intended marriage of the *mui-tsai*.

If no identification ticket is produced any such report must be made at the office of the Secretary for Chinese Affairs.

**SHAUKIWAN ROAD
REGULATION.****LENGTHY STOPS BY CARS
NOT ALLOWED.**

The Traffic Regulations have been further amended by the rescission of regulation 75A, and the substitution thereof of the following regulation:—"75A. The driver of a vehicle shall not allow such vehicle to remain in the portion of Shaukiwian Road between Causeway Bay Road and Bay View Police Station for a longer time than is necessary for enabling persons to enter or alight from such vehicle."

The rescinded regulation prohibited the bringing of a vehicle or tramcar to a stop in the portion of Shaukiwian Road referred to in the new regulation, except where necessary to enable the vehicle to leave or enter premises fronting on the said portion of Shaukiwian Road; it further prohibited the overtaking by a vehicle or tramcar of any motor vehicle or tramcar upon such portion of Shaukiwian Road.

EXCHANGE RATES.

	London, Aug. 22.
Paris	123.82
New York	43.74
Brussels	34.85
Geneva	25.045
Amsterdam	12.094
Milan	92.97
Berlin	20.39
Stockholm	18.12
Copenhagen	18.165
Oslo	18.17
Vienna	34.455
Prague	104.4
Hamburg	19.25
Madrid	45.80
Lisbon	108.25
Athens	375
Bucharest	817
Rio	45
Buenos Aires	40.11/16
Bombay	1/15 3/4
Shanghai	1/14
Hongkong	1/14
Yokohama	2/10 1/2
Silver (spot and forward)	16.11/16

The forthcoming wedding is announced of Mr. Anthony Michael Duncombe Jewell, master mariner, c/o the Indo-China S.S. Company, Shanghai, to Miss Gertrude Louise Clark, travelling to Hongkong on board the s.s. Morea.

**VIEWS ON SIMON
REPORT.****EXPRESSED BY EUROPEANS
IN CALCUTTA.****ACTION DEMANDED.**

Calcutta, Aug. 22.
The adjourned meeting of the local branch of the European Association passed by an overwhelming majority the resolution that "it is essential that seditious propaganda and unconstitutional agitation should be dealt with firmly and for all, and that measures with regard to political advancement should be postponed."

The meeting also approved the recommendations of the Simon Commission, "subject to such modifications where necessary as better to ensure a strong Government, justice to all sections of the community, the preservation of personal rights and complete equality in trading status between British and Indian subjects of the Crown in India."

The meeting was adjourned from Wednesday when the European community passed the New Empire Theatre to discuss conflicting resolutions. The first of these had considerable support, advocating the repeal of the Government of India Act of 1919 and a reversion to the modified form of the Morley-Minto reforms of 1909. The second was an official resolution generally approving the report of the Simon Commission.

The speeches revealed a sharp division and a show of hands apparently rejected the second resolution, but the theatre was required for a performance and there was no time to take a counting. The meeting consequently adjourned until to-day.—*Reuter.*

Calcutta Has a Mayor.

Calcutta, Aug. 22.
Subhas Chandra Bose has been elected Mayor of Calcutta, defeating the Moslem candidate. Two previous meetings for the purpose have been held, both being abandoned owing to disturbances. Mr. Sen Gupta was among the candidates, but announced recently that he would retire if a Moslem candidate was put forward.—*Reuter.*

Calcutta, Aug. 22.
The Legislative Council has passed the Bengal Criminal Law Amendment Bill, which empowers the Executive to effect arrest and detention without trial.—*Reuter.*

**MISS SHERLOCK
HOLMES.****MAGISTRATE THANKS
A WOMAN.**

A woman's observation from "the house opposite" on four suspects in the West End led to three arrests.

At Marylebone Police Court Sidney Wicks (46), painter, of Lincoln-mews, Kilburn, Robert Sweetland (40), labourer, of no fixed home, and Harry Beans (30), baker, of Waverley-road, Paddington, were remanded in custody charged with being concerned in breaking into premises of Our Boys' Clothing Co., Wigmore-street, W., and stealing cloth, etc., valued at £100.

Miss Lillian Joan Clifford, occupying a maisonette in Wigmore-street, said that on Saturday afternoon she was looking out of her window, when she saw Sweetland and Beans open the grating in the pavement outside the company's premises and descend into the basement.

She noticed another man standing at the corner of Wigmore-street, while Wicks appeared pushing a barrow. The man on the corner spoke to Wicks and, taking some sacks from his barrow, threw them into the basement.

Then she saw someone in the basement handing up bales of material in a sack. Wicks placed in on the barrow and walked away.

The man on the corner closed the grating, with the two men still below. A moment later a policeman appeared.

She ran downstairs, and told him what she had seen.

Mr. Hay Halkett: You behaved very well, indeed. Thanks to you, this was discovered. I wish everyone took as much interest.

After partaking of a hearty meal last evening, Chiu Man (23), a recent arrival in the Colony, who had been staying at the Melchior Hotel, Des Voeux Road Central, decided to commit suicide. He took a generous dose of carbolic acid and waited, as he thought, stoically for the end. Before long, however, he repined, and without a word to anyone in the hotel, rushed into a street car and reached the Government Civil Hospital. Here he reported his condition to the surgeon, and was given treatment which has now put him beyond danger.

**PLANE TO SHIP
TALK.****VOICES SENT OVER 8,000
MILES.****MAJESTIC RECORD.**

To the many recent records in radio telephony another was added when Captain Lewis Yancey, an American aviator flying in the aeroplane Pilot Radio, 3,500 feet above Buenos Aires, carried on a perfect conversation with the White Star liner Majestic, then eastbound about 400 miles from the English coast.

The connexion was made by the aeroplane working directly with the Hurlingham Transmitting and Receiving Stations of the International Radio Argentina in Buenos Aires, then by the Inteco radio link to Madrid, the land lines of the Spanish Telephone Company, the land lines of the French Government, submarine cable across the English Channel, land line to Rugby, and lastly, from the British Post Office radio ship-to-shore station at Rugby to the Majestic.

Captain Yancey conversed clearly for several minutes with Captain White of the Majestic, and other officials. He gave his position and, after delivering an invitation to the Majestic officers to be his guests at a dinner in New York, informed them that he was returning to New York to prepare for a trans Atlantic flight in September. The conversation involved the transmission of the voice over 8,000 miles.

SHARE PRICES.**TO-DAY'S QUOTATIONS.**

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1440 s.
Chartered Bank, 216 1/2 n.
Mercantile & B., 228 n.
East Asia 121 n.

Insurances.

Canton Ins., \$947 1/2 b.
Union Ins., 438 b.
North China Ins., Tls. 160 b.
Yangtze Ins., 350 n.
China Underwriters, \$2.65 b.
China Fires, 400 b.
H. K. Fire Ins., \$980 b.

Shipping.

Douglases, \$28 b.
H. K. Steamers, 243 1/2 b.
Indo-Chinas, (Def.) 443 n.
Union Waterboats 332 n.

Mining.

Benguets, 88 1/2 n.
Kailans, 26 3/4 n.
Langkate, Tls. 8 1/2 n.
Shai Explorations, Tls. 1.30 b.
Raub, 22 1/2 s.
Tronoha, 21/- n.

Docks, etc.

Kowloon Wharves, \$164 s.
Whampoa Docks, \$39 s.
China Providents \$5.20 b.
Hongkows, Tls. 260 b.
New Engineering, Tls. 7 1/2 n.
Shanghai Docks, Tls. 119 b.

Cottons.

Ewo Cottons, Tls. 13.30 b.
Shai Cottons, Tls. 83 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$10.60 sa.
H. K. Lands, \$78 sa.
do. 76 n. x Rights
do. Rights 15 n.
Shai Lands Tls. 287 n.
Humphreys, \$16 s.
Realities, \$9.40 b.
Chinese Estates \$87 n.

Public Utilities.

Tramways \$18.40 b.
Peak Trams (old) \$12 1/2 b.
Star Ferries, \$85 n.
China Lights, (Old) \$24 b.
H. K. Electric, \$77 b.
Macao Electric, \$23 n.
Telephones \$33 1/2 b.
China Buses, Tls. 18 1/2 b.
Singapore Tractions, 10/- s.

Industrials.

China Sugars, \$1.25 b.
Malabons, \$27 n.
Cold Macg. Ord. Tls. 10.75 n.
Canton Ices, \$2.15 b.
Cements (Comb.) \$17.85 b.
Ropes \$11 s.
United Asbestos \$5 n.

Stores, etc.

Dairy Farms \$2 1/2 b.
Watsons, \$12 s.
Der A. Wings, \$1 b.
Lane Crawfords, \$2 1/2 sa.
Mackintoshes, \$18 1/2 b.
Sinceres, \$11.50 b.

Miscellaneous.

Amusements, \$26 n.
Constructions, \$1.90 b.
B'que Ind. G. Bonds, 62 1/2 n.
H.K.G. Loan 8 1/2 Prem.

At the monthly meeting of the Chinese General Chamber of Commerce yesterday it was unanimously decided to make the usual annual donation of \$1,000 to the Hongkong University.

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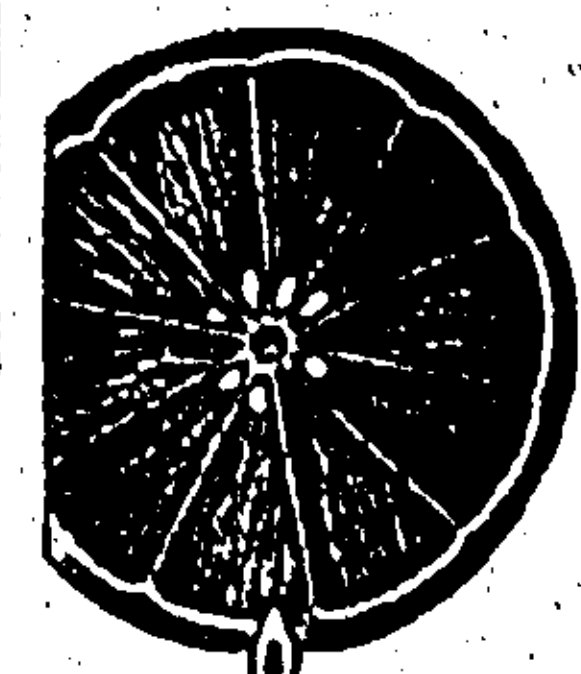
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ORDER, AND YOU KNOW AS
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THAT JEEVES HAS NEVER
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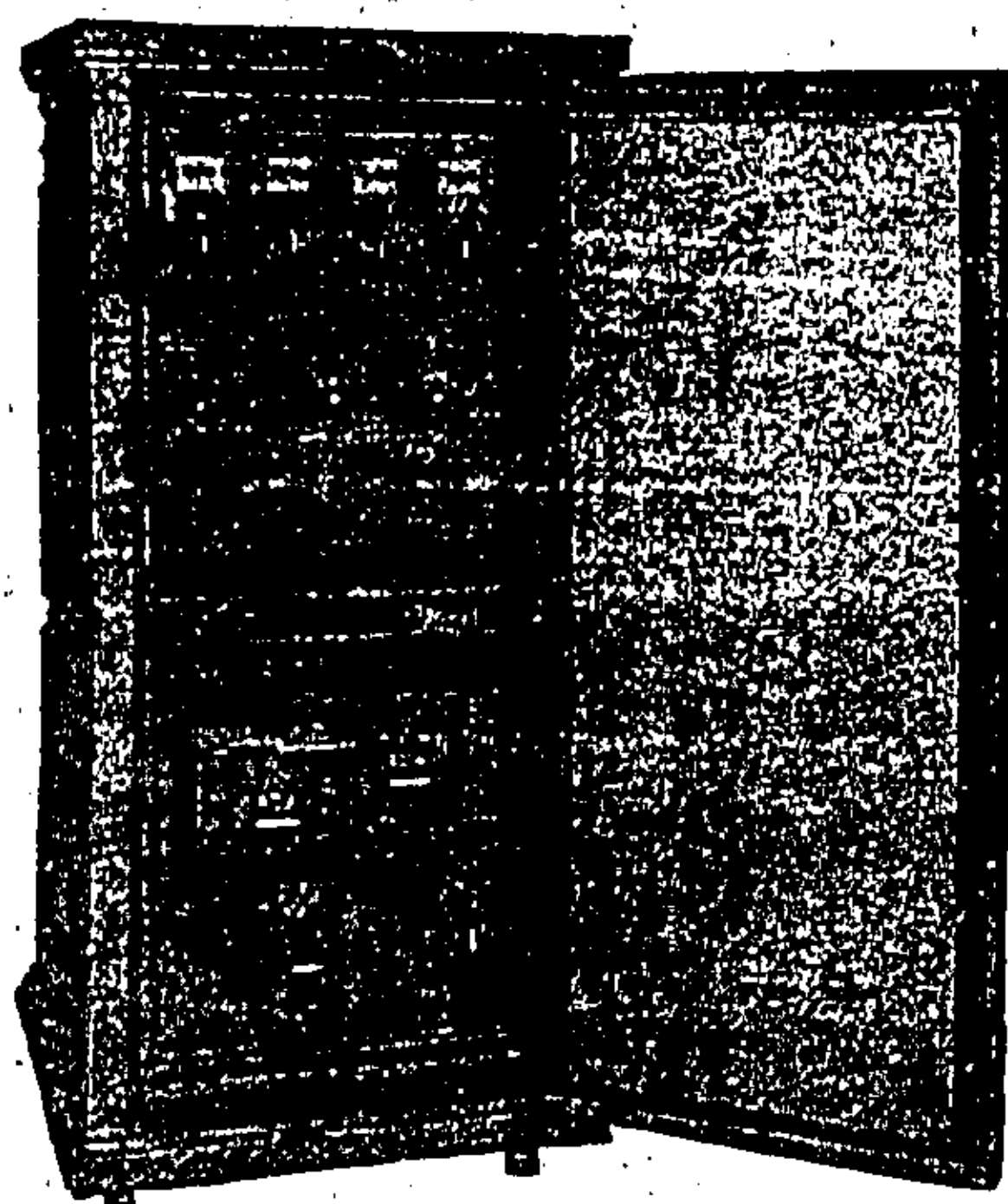
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CINEMA NOTES.

"DAMES AHOY" RIOTOUS CARGO OF LAUGHS.

"Dames AhoY," sparkling Universal comedy with Glenn Tryon, Helen Wright, Otis Harlan, Eddie Gribbon and Gertrude Astor, now at the Queen's Theatre, is one continuous laugh from stem to stern.

The irresponsible Tryon appears as a young sailor who is hurled by a hurricane of events upon the reef of matrimony. He is one of a trio bound together by a mutual fear of "the dames."

The film starts when they go ashore to search for a blonde who has snared one of their number, played by Otis Harlan, into signing away half his pay. The only clue to her identity is a strawberry birthmark on her leg. Fortunately the action takes place on an amusement beach, where the search is not so difficult as it might be elsewhere.

Efforts to extricate Harlan from the feminine net only result in Tryon becoming similarly snared. Unaware of the impending reward, Tryon wins a dance contest which carries a prize of \$500, a nice little bungalow and a bride. And the hapless Tryon had been determined to steer clear of women, and to sign up for another term in the Navy.

Complications pile up to an excruciatingly funny conclusion. Tryon is at his fun-making best. Harlan gives one of his noteworthy characterizations, and Eddie Gribbon, the third member of the trio, also contributes a highly humorous performance.

"Illusion" at Central.

"Illusion" is the last picture in which Nancy Carroll will appear—as a featured player. In all succeeding productions she will appear as the star. The beautiful, roguish-faced Irish girl was raised to stardom by Paramount while she was working as a co-featured player with Charles (Buddy) Rogers in "Illusion."

The picture, a story of society folk and professional entertainers, with Rogers as magician, and Nancy as his dancer-friend, is showing for the last time to-day at the Central Theatre.

A Denny Film.

Daytime was nighttime for days at a time with the company making "Embarrassing Moments," Universal talking comedy starring Reginald Denny, which comes to the Queen's Theatre on Sunday.

For several days Otis Harlan, Virginia Sale, William Austin and Greta Granstedt were night garments all the time they were on the set. Those of Harlan and Miss Sale were of the old fashioned, lannel variety that came down to the ankles.

"My part in 'Embarrassing Moments' recalled the old days when I was a barefoot boy," related Harlan. "It was the first time in many years that I had been called upon to face the camera in my bare feet."

"And I got so used to wearing night clothes during the day that one night I went home and almost started to get into bed with my street clothes on."

Reginald Denny has one of the most amusing roles of his career in "Embarrassing Moments" which deals with the application of the "trial marriage" idea to a small old-fashioned community.

Merna Kennedy, of the famous titian hair, is his leading lady. Mary Foy also appears in the cast. "Embarrassing Moments" was directed by William James Craft. The story is the work of Earle Snell, who with Gladys Lehman, wrote the continuity.

"The Four Feathers."

"The Four Feathers" is not a motion picture dealing with a mattress factory. It is one of the most thrilling adventure stories ever written in the English language.

This motion picture, which was produced by Paramount on the same scale as "Wings," "The Wedding March," "Old Ironsides," and "The Covered Wagon," is from the pen of A. E. W. Mason and often has been referred to as the British "Bible of courage."

The plot revolves about several persons, portrayed on the screen by Richard Arden, Fay Wray, Olive Brook, William Powell, Noah Beery, Theodor von Eltz, George Fawcett, Noble Johnson, E. J. Ratcliffe and others. The locale is London and the Anglo-Egyptian Sudan in north-eastern Africa.

Two African wilderness areas, 3,000 miles apart, afforded the "location" for the 80,000 feet of film taken by Ernest B. Schoedsack and Merian C. Cooper, adventure cameramen and directors, in making their third epic film, "The Four Feathers." The first "shots" were taken in the Red Sea hills section, on the East coast, the others were taken on the Rovuma River, 3,000 miles to the south. The picture comes to the Central Theatre on Sunday.

"What Happened to Father."

"What Happened to Father," the new Warner Bros. production which is now showing at the Majestic Theatre, Kowloon, is a

ELIMINATING GANG DANGERS.

CLERGYMEN START CAMPAIGN IN GLASGOW.

CLUB TO BE FORMED.

A campaign to combat and eradicate gang life in Glasgow has been inaugurated by the Rev. Jack A. C. Murray, Park Church, Glasgow, and the Rev. S. H. R. Warnes, St. Francis-in-the-East.

At a meeting of Glasgow Presbytery Mr. Murray explained his scheme to the members, and received the hearty support of the Presbytery. The object of the scheme is the creation of social clubs among the non-church going boys of the East End of Glasgow, and the provision of football teams as a safety valve for the competitive spirit instead of gang fights.

Mr. Murray said that this matter affected the body politic in Glasgow, and it had given for many months considerable uneasiness to the citizens of Glasgow. They recognized in the presence of these organized bands of boys and young men something which, if left to itself to develop, was unhealthy to the whole state of the city.

By a succession of coincidences the paths of Mr. Warnes and himself had been drawn together and had met. After investigation, they found that within a radius of 150 or 200 yards of Mr. Warnes's church there were no fewer than 10 or 11 of these bands, with a membership of from 250 to 300 boys and men, closely organized and ranging in age from 15 years to over 40.

Timid Approach.

In the first instance they made a very timid approach, but they met with an instant response. That response took the form of Mr. Warnes conducting a party to Hillfoot for an afternoon's football; it took the form next of an invitation to one of their dances which was being held in a near-by hall; it took the form again of an invitation to one of their rambles which had not yet taken place.

Mr. Murray then went on to point out that these gangs were a kind of phenomenon directly thrown up by the reaction of young life in the East End to the depressed conditions of their times—the economic conditions which obliged them to live in insanitary areas and which had produced for them an unemployment market in which there was little or no room for their services.

Rivalry Instinct.

There were, he continued, three characteristics upon which the church could work. The most obvious was the instinct rivalry. Rightly guided rivalry could be one of the healthiest and most profitable things along which young life might be directed. Wrongly directed, they had seen what it could do. If rivalry had its proper outlet in football, athletic activity, gymnastics and boxing, it could be beneficial. The second characteristic related to the gregarious instinct. That instinct, he urged, could be translated into the spirit of comradeship. The team idea must be translated into playing the game along the right lines by putting the proper ideals before them, keeping them properly organized, and using that instinct to the highest, best and noblest ends.

Speaking of his future plans, Mr. Murray said they were arranging a properly organized and properly functioning football league. For the distant future they had, in conjunction with a Glasgow architect, prepared a plan which they were going to put before the extension committee for the reconditioning of St. Francis's Church. They proposed to construct a new door in the building, and to make the upper portion the church, and equip the lower part with a gymnasium, reading room, recreation room and a set of baths.

In conclusion, Mr. Murray appealed to the citizens of Glasgow to give financial support to the scheme.

story of a hen-pecked timid professor, who one night throw his inhibitions to the four winds. Warner Oland is "Father," and if he makes the crowd laugh at bewildered old Professor Bradberry he also makes the crowd love him, and glory in the final perky rebellion, when he rules the roost in a manner which makes his bachelorette-wife meekly surrender.

Professor Bradberry, on the sly, wrote plays. To conceal his identity, he adopts the pen name of Canehead. "Father's" musical play was a success and he was asked to attend to a backstage party, where tremendous things happened to him. Funny and exciting adventures happened before "Father," like the proverbial worm that turned, assumed command.

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

Hongkong Volunteer Defence Corps Orders by Major W. B. L. Dowling, Commanding Hongkong Volunteer Defence Corps.

Parades.

(a) Corps Band.—Band practices will be held on Mondays only at 8 p.m. until further orders. (Repeated).

(b) Battery.—A lecture will be given by Captain T. A. H. Collins, R.A. at Headquarters on Thursday, 28th August, at 5.30 p.m.

There will also be a Layer's Class under B.S. M. Worne the same evening.

(c) Corps Signals.—Signal Class will parade at Corps Headquarters at 5.30 p.m. on Thursday, 28th August.

(d) Machine Gun Troop.—Parade at Causeway Bay Stable at 5.30 p.m. on Thursday, 28th August.

(e) Armoured Car Company. Car Section.—Parade at Kowloon-Canton Railway Garage at 5.30 p.m. on Friday, 29th August for driving instruction.

Motor Cycle Section.—Parade at Headquarters 5.30 p.m. Friday, 29th August for Machine Gun instruction.

(f) Machine Gun Company.—N.C.O.'s Classes will be held at Headquarters at 5.30 p.m. in multi on Tuesday, 26th August.—E. G. D. and Friday, 27th August.—Examination of N.C.O.s for promotion.

At the Rifle Club shoot on Sunday, 10th August, Pte. R. M. Wood won the monthly spoon shoot. The Inter-section shoot resulted as follows:

"G" Section 1st.—192 points.

"E" " 2nd.—171 "

"P" " 3rd.—164 "

"Q" Section were represented by Ptes. R. M. Wood and L. B. Holmes.

The next shoot will be held on Sunday, 7th September at 9 a.m. on the Peak Range.

Individual competition for Company Commander's Cup and Inter-section shoot all under Corps Championship conditions.

Transfer.

No. 1455 Tpr. W. Harris-Walker, Machine Gun Troop, is transferred to Armoured Car Company, Car Section, with effect from 22.8.30.

Leave.

No. 1180 L/Cpl. C. G. Silva, No. 10 Platoon, from 31.8.30 to 30.9.30.

No. 1081 Sigm. E. H. Williams, Corps Signals, returned from leave and resumed duties as from 1.8.30.

Strength.

The following have been taken on the strength and posted as under:

No. 1583 Pte. F. X. Mendes, No. 10 Platoon, as from 15.8.30.

No. 1589 Pte. J. A. V. Ribeiro, No. 12 Platoon, as from 15.8.30.

No. 1590 Gr. H. C. F. Aris, Battery, as from 1.8.30.

No. 1591 Pte. E. D. Oliveira, No. 10 Platoon, as from 19.8.30.

No. 1592 Pte. H. de Sa, No. 9 Platoon, as from 20.8.30.

No. 1593 Pte. A. A. dos Remedios, No. 9 Platoon, as from 20.8.30.

Allotment of Ranges for Instruction and Classification.

(a) STONECUTTERS.—(Corps Signals, The Battery, Engineer Company, Reserve Company, 21st & 28th September and 5th October.—Portuguese Company.

(b) KENNEDY ROAD. 5th, 12th & 19th September.—Portuguese Company.

(c) PEAK. 7th & 14th September.—Portuguese Company.

(Sgd.) W. H. G. COOPER, CAPTAIN, ADJUTANT, H. K. V. D. C.

NOTICE.—The Portuguese Company will hold the Annual Dinner and Dance at the Club de Recreio on Thursday, September 4th, at 7.45 p.m. sharp. Ladies are cordially invited to the Dance commencing at 9.15 p.m. (repeated).

At the V.R.C. last night, a water-polo league game in the senior division was played between the Chinese Athletic and the R.A., being won by the former by three goals to one.

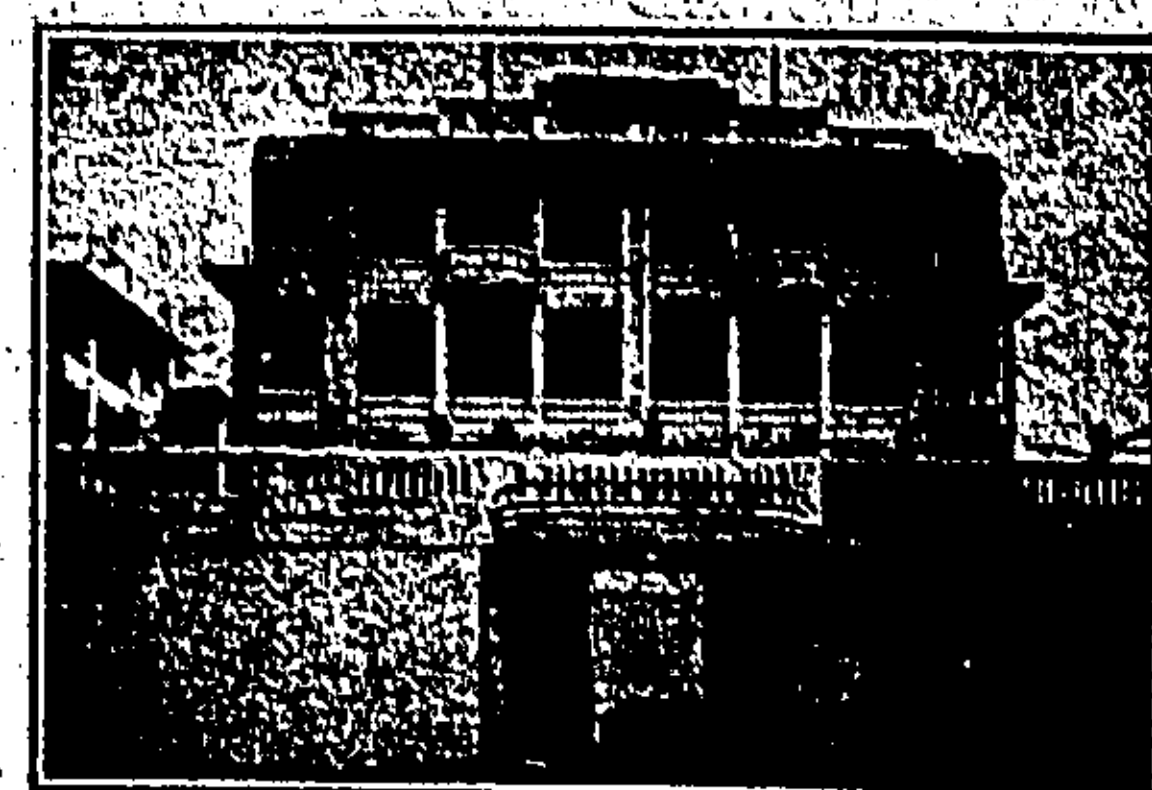
The R.A. showed much improved form, and succeeded in holding their opponents during the first half, the interval arriving with the score of one-all. Gray scored for the soldiers.

On the resumption, the Chinese were more successful and succeeded in putting on another couple of goals, this score being unchanged when the final whistle sounded.

At an extraordinary general meeting of the members of the Kowloon Cricket Club last evening a motion was passed "To ratify and adopt the resolution passed at the extraordinary general meeting held on May 9, 1930, authorising the General Committee to borrow \$50,000, and to issue, as security, 5,000 ten-dollar debentures bearing interest at six per cent."

Among those elected Fellows at the last meeting of the Council of the Royal Empire Society were Mrs. J. M. Coutts and Mr. Roland A. C. North, Hongkong.

Dame Rachel Mary Hele Lamson, of The Farm House, Pont-street, Chelsea, S.W., who died at Hongkong, on January 23, wife of Sir Miles Wedderburn Lamson, K.C.B. (British Minister in China), and daughter of the late William W. Phipps, left unsettled property in her own disposition of the gross value of \$3,812, with net personality \$3,712.



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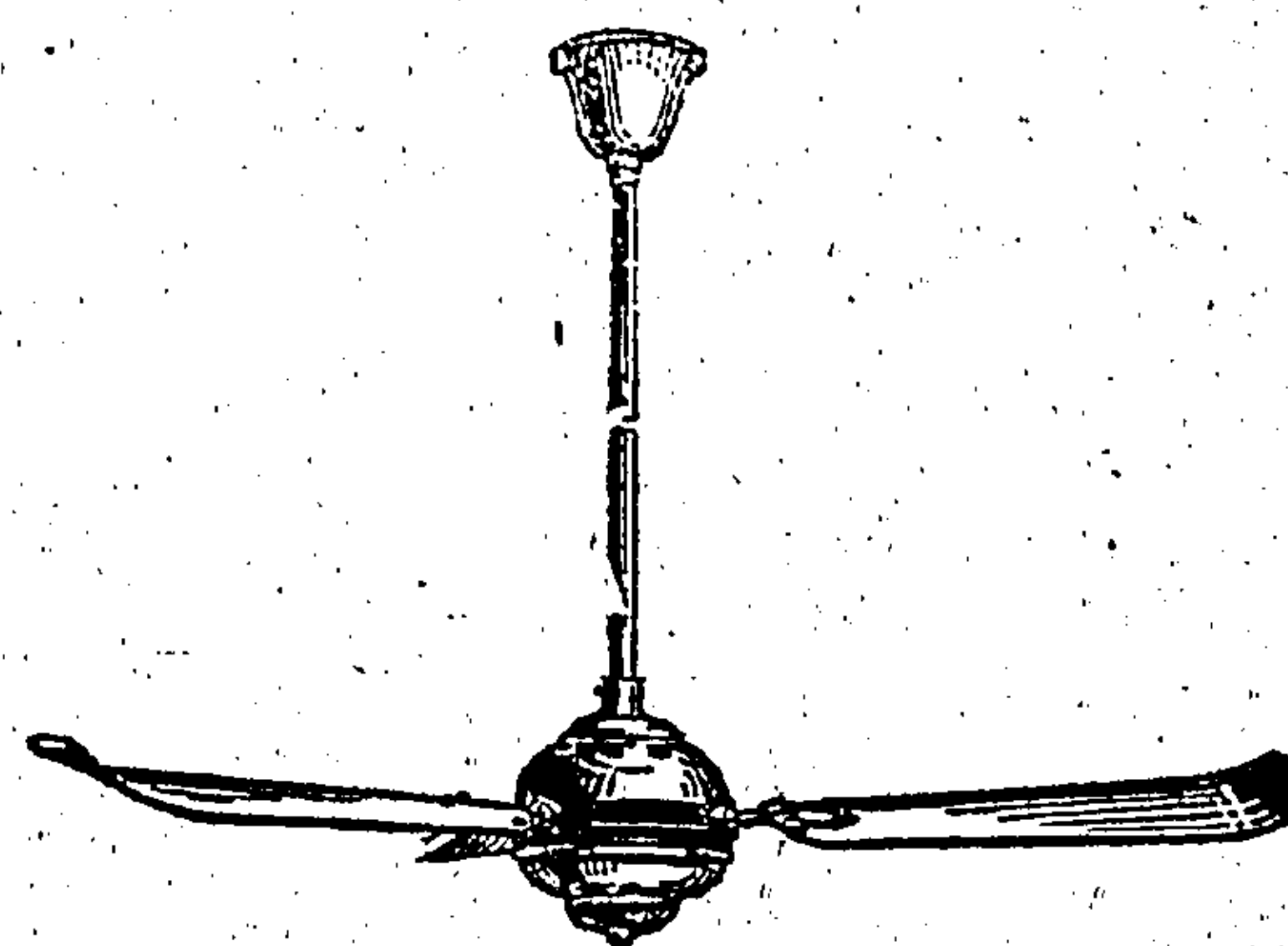
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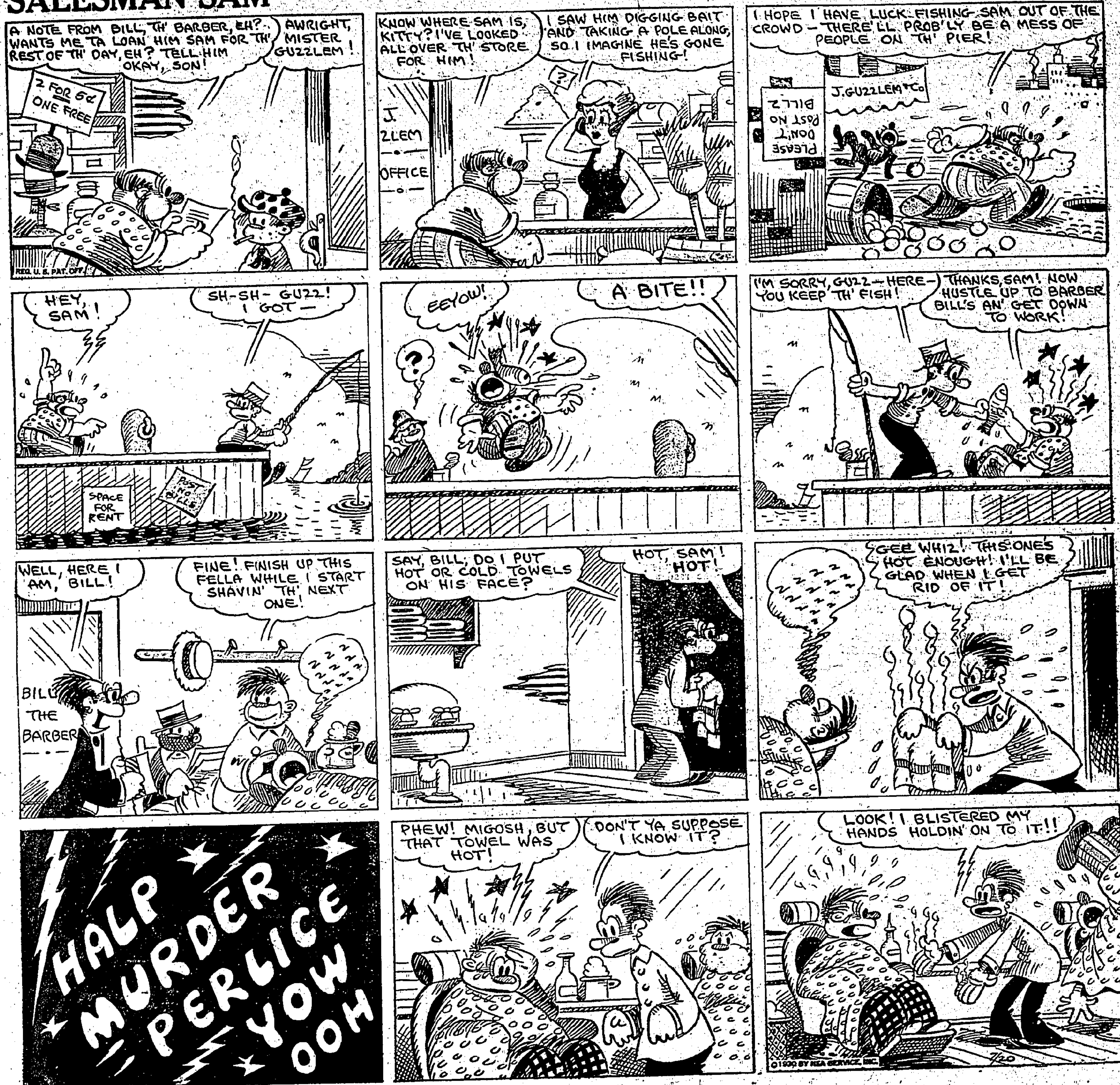
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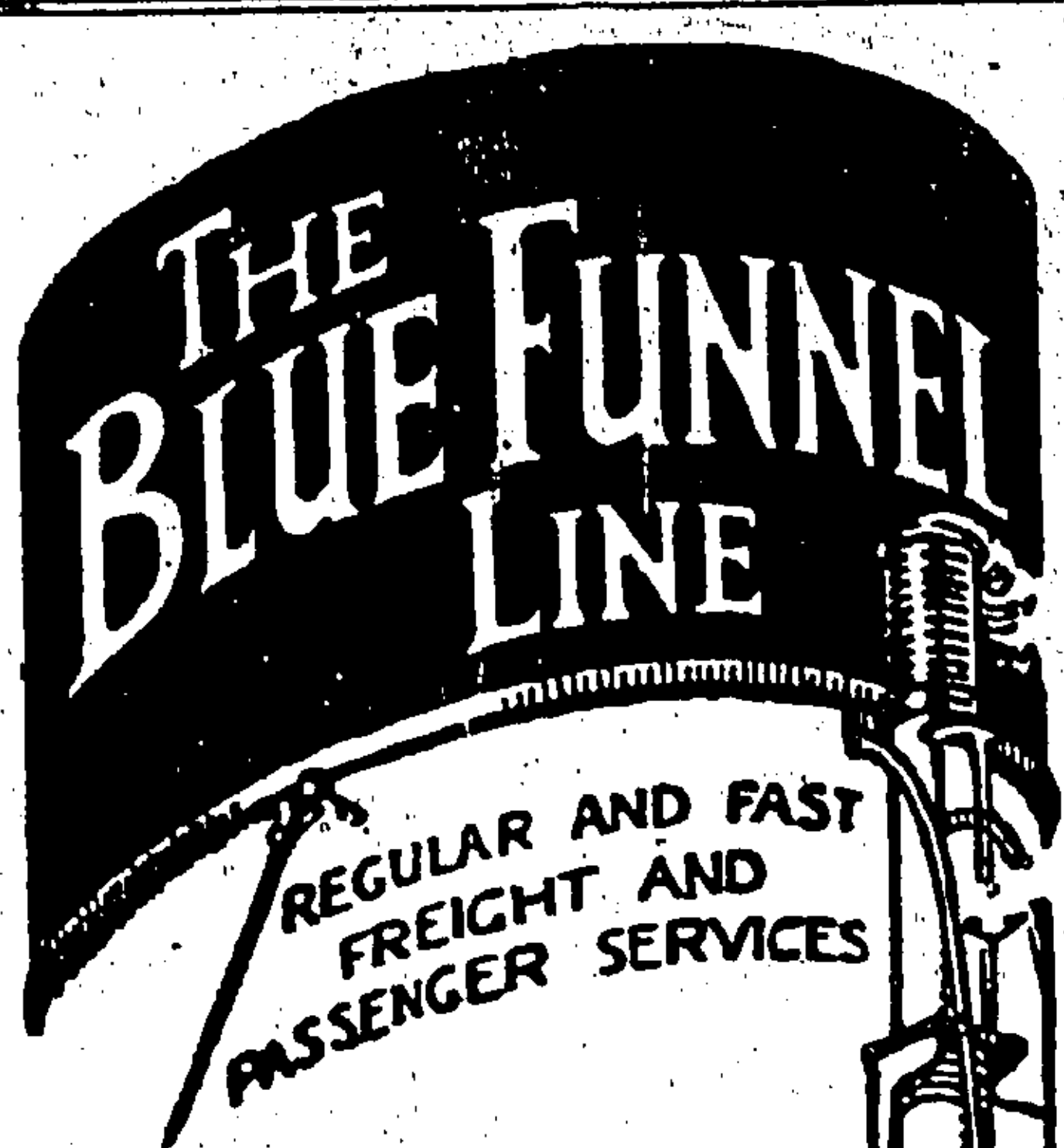
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TO SANDAKAN	Mausang Hinsang	Mon. 25th Aug at 3 p.m. Fri. 5th Sept at noon.
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RADIO BROADCAST.

LOCAL PROGRAMMES FOR THE WEEK-END.

The following radio programmes will be broadcast by Z. B. W. on a wave-length of 355 metres:

To-day's Programme.
 11.00-11.30 a.m. Commercial news.
 11.30-12.30 p.m. Chinese programme.

12.30 p.m. European recorded mid-day programme.
 1.30 p.m. Weather Report. European programme continued.

2.00 p.m. Close down.
 7.00 p.m. European programme of Victor records selected and supplied by Messrs. Teag Fook.

Invitation to the Waltz (Weber).
 Philadelphia Symphony Orch. 6843.
 Danny Boy (Weatherley).
 Kitty of Coleraine.

Colin O'More-Tenor. 21330.
 Luxembourg Waltz (Lehar).
 A Kiss at Dawn (Lehar).

March Weber and His Orch. V-50905.
 Nocturne in F Sharp Major (Chopin).
 La Campanella (Liszt).

Ignace Paderewski-Piano Solo. 6825A.
 Gypsy Souvenir-Medley Waltz.
 Hungarian Flower-Waltz.

Hungarian Rhapsody Orch. 35929.
 Lotus Land (Scott).
 Hungarian Dance No. 17 (Brahms).

Fritz Kreisler-Violin Solo. 6706.
 By The Waters of Minnetonka (Leuridan).
 Trees (Kilmer).

Ernestine Schumann Heink-Contralto. 1198.
 Carmen Suite-Gypsy Dance (Bizet).
 Philadelphia Symphony Orch. 6873.

The Sidewalks of New York-Medley Waltz.
 In the Good Old Summer Time.
 Nat Shilkret and the Victor Orchestra. 214.

The Swan (Saint-Saens).
 Prelude in E Flat (Saint-Saens).
 Marcel Dupre-Organ Solo. 1430.

Selections from "Good News".
 Selections from "Funny Face".
 Victor Arden and His Orch. 35918.

The Cuckoo (Lehmann).
 I Know a Lovely Garden (D'Hardelot).
 Maria Jeritz-Soprano. 1301.

Gems from "The New Moon".
 Gems from "Whoopie".
 Victor Light Opera Co. 35969.

Drowsy Waters.
 Hilo-Hawaiian March.
 Kane's Hawaiians-Instrumental. 20702.

There will be an interval of approximately two to three minutes

Pagliacci-Serenata d'Arlecchino (Leoncavallo).
 Manon Il Sogno (Massenet).
 Tito Schipa-Tenor. 1183.
 Hawaiian Love.
 Hawaiian Rose.
 Kane's Hawaiians-Instrumental. 20703.

Gems from Cavalleria Rusticana (Mascagni).
 Gems from Pagliacci (Leoncavallo).
 Victor Opera Co. 35932.

Mignon-Gavotte (Thomas).
 Narcissus (Nevin).
 Florentine Quartet. 20443.

Hungarian Dance No. 5 (Brahms).
 Hungarian Dance No. 6 (Brahms).
 San Francisco Symphony Orch. 1295.

9.00 p.m. Weather report, Time and Local News.

Dance Programme.
 9.30 p.m.
 Extra. Waltz.

"The Missouri Waltz."
 1. Foxtrot.
 "The Japanese Sandman."

"Whispering."
 2. Foxtrot.
 "Reminiscing."

"The Verdict is Life."
 3. Waltz.
 "Love."

"Marie."
 4. Foxtrot.
 "Dark Night."

"Into my Heart."
 5. Foxtrot.
 "Absence Makes the Heart Grow Fonder for somebody else."

"I remember you from Somewhere."
 6. Waltz.
 "Dancing with Tears in my Eyes."

10.30 p.m.
 7. Foxtrot.
 "I lift up my finger and I say Sweet-Sweet."

"Laughing Marionette."
 8. Foxtrot.
 "Singing a Song to the Stars."

"Ragamuffin Romeo."
 9. Foxtrot.
 "Give me a little Kiss Will You, Huh?"

"Lonesome and Sorry."
 10. Foxtrot.
 "To my Mammy."

"Collegiate Love."
 11.25 p.m.
 11. Foxtrot.

"What Wonderful Something."
 "Puttin' On The Ritz."
 12. Waltz.

"Girl of My Dreams."
 "Mari, Mari."
 There will be an interval of approximately two to three minutes

between dances.
 11.30 p.m. Close down.
 Sunday's Programme.
 11.00 a.m. Morning Service from The Union Church Sermon, "The Fight for Peace" by The Rev. John Foster.

At the end of this service there will be a Chinese programme until 1 p.m.

1.30 p.m. Weather report. European programme of Victor records selected and supplied by Messrs. Moutrie and Co.

Traviata-Selection (Verdi).
 Largo (Handel).
 A Perfect Day (Bond).
 The Rosary (Nevin).
 Rosa Ponselle-Soprano. 1098.

Prelude in C Minor (Chopin).
 Archer Gibson-Organ Solo. 35972.
 Feet Cymb Suite No. 1.

"The Death of Ash."
 "Morning" (Greig).
 Victor Symphony Orch. 35793.

Elegie (Massenet).
 Ave Maria (Gounod).
 Rosa Ponselle-Soprano. 6599.

Moonlight Sonata-Part 3 (Beethoven).
 Gavotte in F Major (Beethoven).
 Harold Bauer-Piano Solo. 6592.

Phedre-Overture (Massenet).
 San Francisco Symphony Orch. 7154.
 O Sole Mio (E. di Capua).

Santa Lucia (Cottrell).
 Emilio de Gogorza Baritone. 1263.
 Sonata-Largo (Koussevitzky).

Chanson Triste (Koussevitzky).
 Serge Koussevitzky String Bass Solo with Piano. 7159.

Where my Caravan Has Rested (Lehr).
 Little Log Cabin of Dreams (Dowling).
 Lambert Murphy-Tenor. 4038.

Oriental from "Kaleidoscope".
 Souvenir (Drala).
 Mische Elman-Violin Solo. 1354.

The Flower of Italy-Waltz.
 Serenade-Waltz (Drigo).
 Rossi Band. 35837.

10.30 p.m. Close down.

Princess Mary, Countess of Harewood, turned saleswoman at a sale of work done by the Officers Families Industries, which was held at The Holme, Regent's Park.

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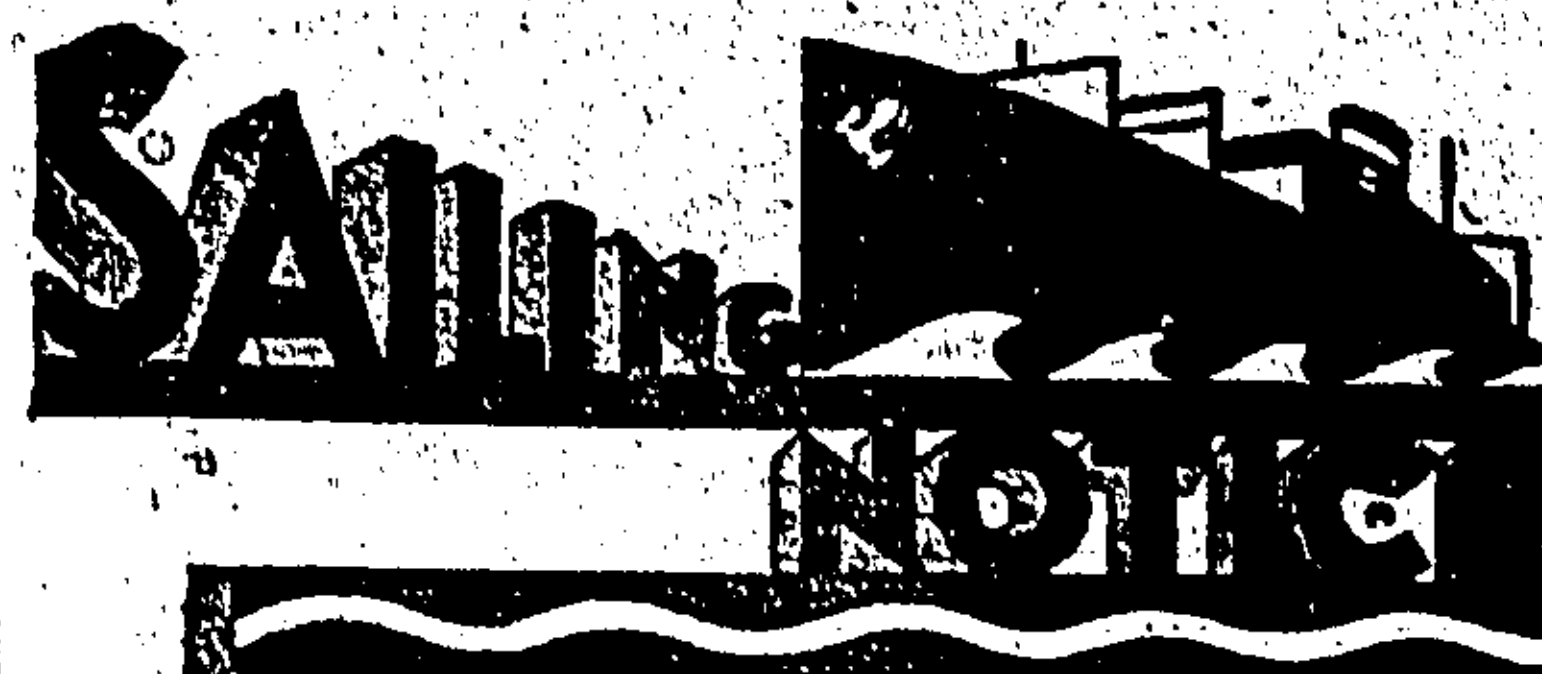
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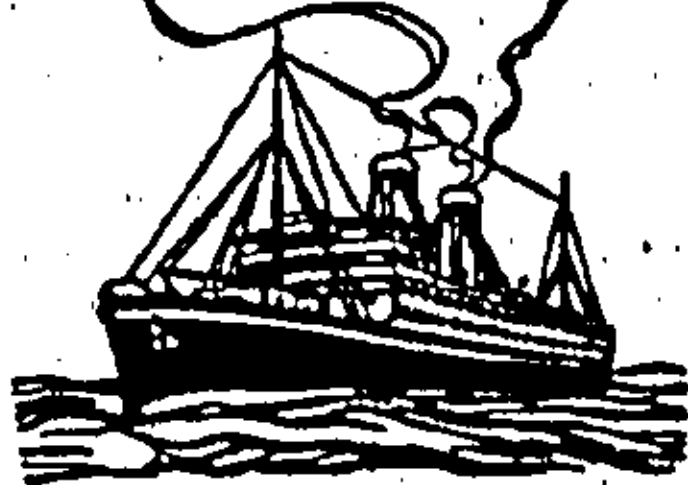
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TWO CHINESE CHARGED WITH POSSESSION.

Two Chinese, Cheung Tak and Chung King, were charged before Mr. Whyte Smith yesterday afternoon with having in their possession a forged \$100 note on the Hongkong and Shanghai Bank.

Both pleaded not guilty. The first defendant said that he had picked up the note in the street and had taken it to a friend of his who suggested that he should sell it to his master, who was in the habit of buying forged notes. After he had sold the note and when he was leaving the house he was arrested. The second defendant denied all knowledge of the note.

Detective Sergeant Meadows, prosecuting, said that on August 4 a man named Chang Chow received information from his friend that the first defendant was trying to sell a forged \$100 note. The informant Chang Chow was well known to the police, and he was instructed to buy the note from the first defendant. The transaction took place and when the defendant was leaving the house he was arrested. The defendant then said he had been given the note by another man and conducted the police to Shanghai Street where the second defendant was arrested.

That the note was a forgery was proved by Mr. G. W. E. True of the Hongkong and Shanghai Bank. He said that even to the practised eye it was quite a good forgery. The general appearance and the tracing were, however, more crude than in the original note. It had also got an oily feeling, and the hill behind the ship, which was in the original note, was not found in the forgery. The figures \$100 were also one fourth of an inch shorter than in the original.

The Trap.
Chang Chow then gave evidence with regard to the buying of the note from the first defendant. He said that he had spoken to a Chinese detective about it and had been instructed to buy it from the defendant. The detective supplied him with the money wherewith to buy the note. He paid \$35 for the note and agreed to pay a further \$3 the next day. The defendant was arrested by the detective when he left the house.

The foki, Cheung Pak, also gave evidence.
The defendant: Did I not tell you that I had picked the note up in the street?—No.
Did I not say that I did not know whether the note was a genuine or a false one?—You said it was a forged note.

The Chinese detective then bore out the arrest of the defendant. Regarding the second defendant, he said that on the statement of the first defendant he went with him to Shanghai Street. The second defendant came out of a house and asked the first defendant "Well, what about it; have you done it?" To which the first defendant replied that he had been arrested. The second defendant then saw witness and tried to get away, but was arrested.

The Magistrate discharged the second defendant, and sentenced the first defendant to four months' hard labour, remarking that it was a very serious case because, although he did not utter a note, he tried to sell it. It meant that somebody else was going to utter it later.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.
And
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's Vessel,

"PATROCLUS"
From UNITED KINGDOM via
SINGAPORE.

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st August.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends: All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th September, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 21st August, 1930.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"SPHINX"
Arrived Hongkong on Tuesday,
the 19th August, 1930.

From MARSEILLES, &c.
Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery may be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.
All claims must be sent to the undersigned before Thursday, the 28th August, 1930, or they will not be recognised.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Saturday, the 23rd August, 1930.

No claims will be admitted after the Goods have left the Godowns.
No fire insurance will be effected by us in any case whatever.

R. OHL.
Agent.
Hongkong, 19th August, 1930.

BOOK-STORE RAIDED.

ANTI-"RED" ACTIVITIES BY LOCAL POLICE.

The arrest by the Kowloon Police of a smartly dressed young Chinese on Thursday evening at the King's Park, while delivering a speech alleged to be inciting the gathering to extremism, was followed by a Police raid on a Chinese book store in Hollywood Road yesterday resulting in a large quantity of Communist books being seized.

The Police are still investigating the matter and it is gathered that the detained young man is the manager of the book store raided.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS,
LIMITED.
From MIDDLESBRO', ANTWERP,
LONDON, STRAITS and
MANILA.

The Steamship,

"HENRECOH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th August, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 12th September, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th August, 1930, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by,

GIBB LIVINGSTON & CO., LTD.
Agents.

Hongkong, 22nd August, 1930.

N. Y. K. LINE.

(NIPPON YUSEN KAISHA).

From EUROPE and STRAITS.

The Steamship,

"HAKONE MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 28th August, 1930, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 21st August, 1930.

WILHELMSEN.

THE NORWEGIAN AFRICA &
AUSTRALIA LINE.

The Motorship,

"TRICOLOR"

having arrived from Norway via ports on the 19th August, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. Goods not cleared after the 26th August, will be subject to rent.

All broken chafed and damaged packages are to be left in the godown where they will be examined on the 25th August at 10 a.m. by our Surveyors, Messrs. Anderson & Ashe.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by—

THORSEN & CO., LTD.
Agents.

Hongkong, 19th August, 1930.

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TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

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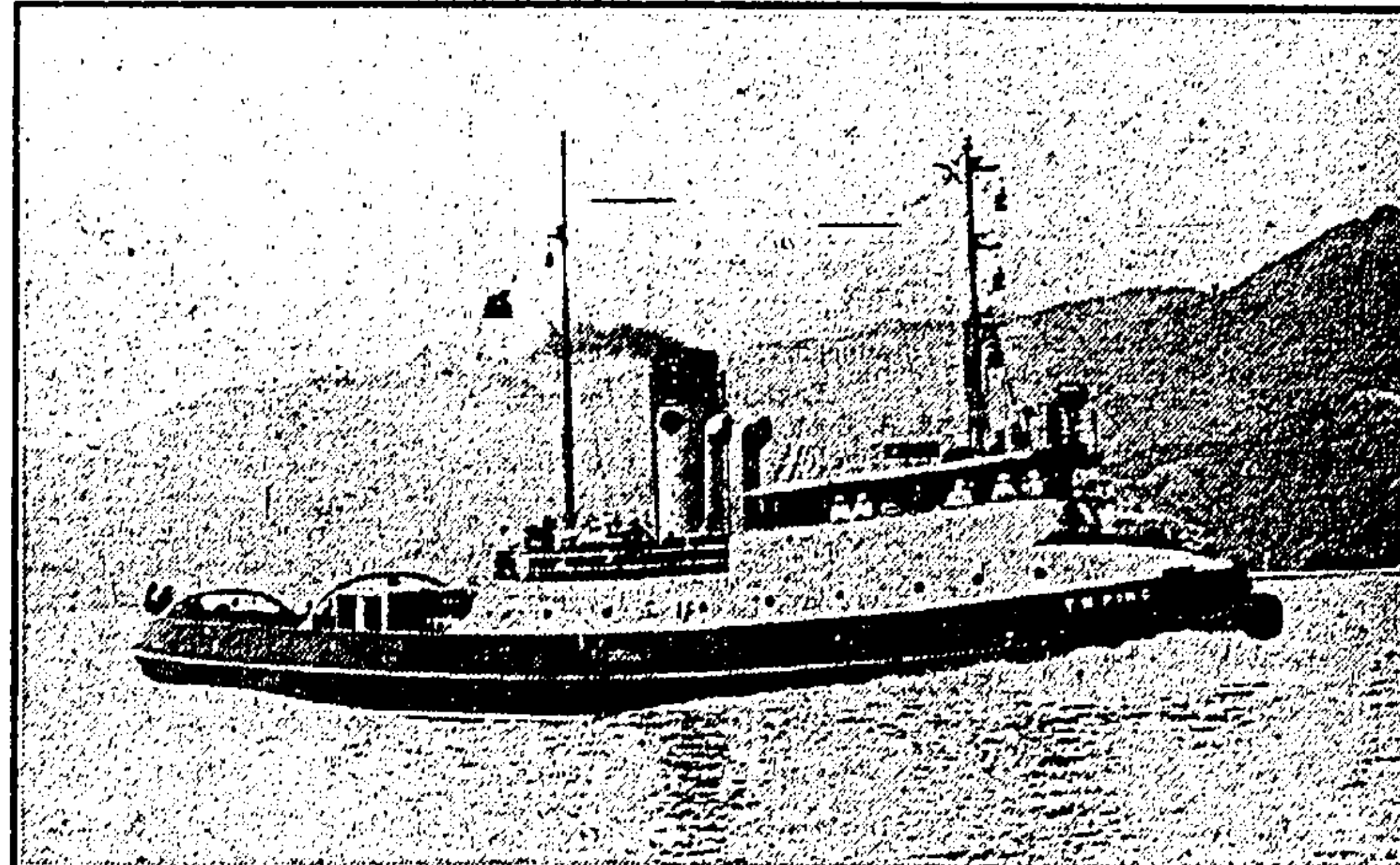
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700 ft. x 80 ft. x 30 ft.

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International Code:—Engineer "K" or "U". Shipwright "I". Boiler-maker "V".



STEAM TUG "FU PING".

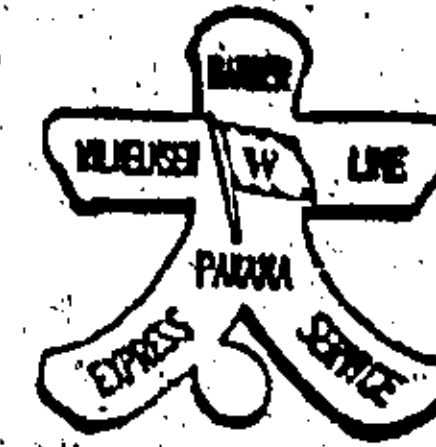
Built to the order of the Kailan Mining Administration, Tientsin, for service in Chinwangtao

Dimensions:—Length B.P., 110 ft.; breadth mid., 25 ft.; depth mid., 11 ft.;

780 I.H.P. Mean speed 11.65 knots on trial.

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R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.



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reasonable.

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MAIL STEAMERS.

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S. S.	Tons	From Hong- kong (about)	Destination
*KASHMIR	8,985	30th Aug.	M'ses, L'don, Hull, R'dm & A'werp
MANTUA	10,946	13th Sept.	Marseilles, L'don & B'bay
*LALPORE	5,273	17th Sept.	Straits, Colombo & B'bay
*KASHGAR	9,005	27th Sept.	Marseilles, L'don, Hull, Rotterdam & Antwerp
MALWA	10,980	11th Oct.	Marseilles & L'don
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SHIRALA	7,841	17th Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	30th Sept.	S'pore, Penang & Calcutta
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EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,956	5th Sept.	Manila, Thurs. Island,
ST. ALBANS	4,500	3rd Oct.	S'pore, Penang & B'bane
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*Will Call Sandakan.

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The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hiole, Cebu, Kulambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. French Service of Steamers to London via the Cape.
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SAILINGS TO SHANGHAI & JAPAN

SHIRALA	7,841	25 Aug. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka
KASHGAR	9,005	29th Aug.	S'hai, Moji, Kobe & Yoko
*BERRIMA	—	31st Aug.	Shanghai & Kobe
TAKADA	6,949	7th Sept.	Amoy, Moji, Kobe, Yoko & Osaka
ST. ALBANS	4,500	9th Sept.	Moji, Kobe, Osaka & Yoko
MALWA	10,980	12th Sept.	S'hai, Moji, Kobe & Yoko

*Cargo only

All dates are approximate and subject to alteration without notice.

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(Australian Newspapers on file)

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TAIPING	September 12th	September 23rd	September 26th	October 12th
CHANGTIE	October 14th	October 21st	October 24th	November 9th
TAIPING	November 14th	November 21st	November 24th	December 10th
CHANGTIE	December 14th	December 21st	December 24th	January 10th

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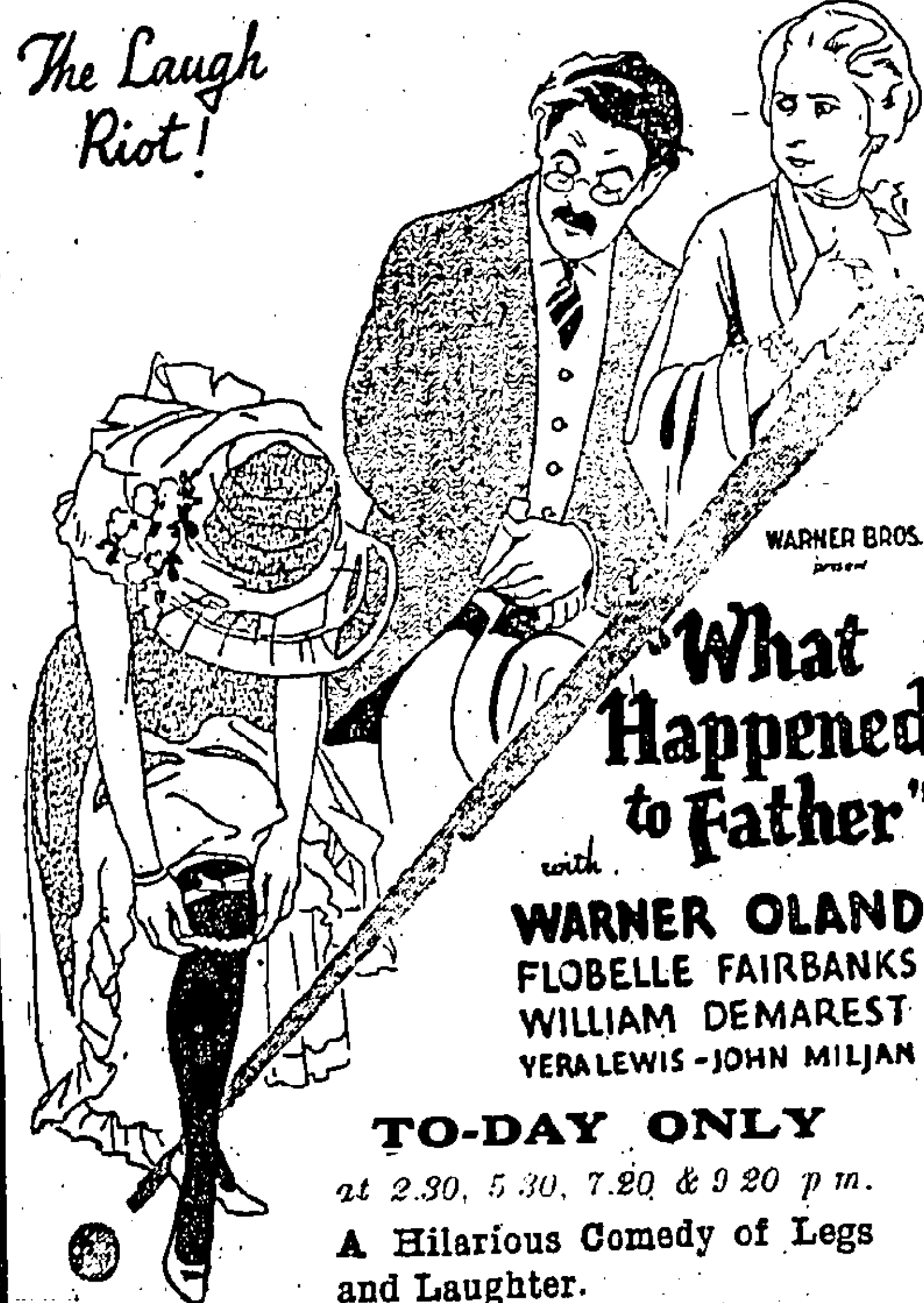
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WARNER OLAND
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WILLIAM DEMAREST
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A Hilarious Comedy of Legs
and Laughter.

AT THE MAJESTIC NATHAN ROAD, KOWLOON.

LOST VANDYCK FOUND.

POLICE RAID ON A LONDON HOUSE.

Van Dyck's painting, "Ferdinand the Cardinal," valued at several thousands of pounds, which was stolen from Pitt House, Hampstead on July 4, was recovered by detectives in a raid.

Hampstead detectives under Divisional Detective-Inspector Bennett received certain information, and as a result visited a house in Stamford Hill, N.

Searching the premises they came upon a trunk, in which it is alleged the missing picture was secreted.

Beyond the original damage when the picture was forced from its frame no other harm had been done to it.

After the picture had been removed to Hampstead station the officers, still following a definite line of inquiry, went to Amptill street, W.C., where a man was taken into custody.

The painting was stolen from Pitt House, the night following a garden party given by Lord and Lady Clarendon, and it was thought a gate-crasher at the party prepared the way for the theft.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

ENGLAND'S POOR TAIL.

HOW LATER BATSMEN FAILED.

AUSTRALIA EASILY WIN THE "ASHES."

HAMMOND'S EFFORT.

How England's later batsmen failed to stay on a sticky wicket in the last Test which gave Australia the "Ashes" is revealed by Reuter messages received this morning. Dulepsinhji, who adopted stone-wall tactics when he went to the wicket, cooked up a ball to Kippax at short leg from Hornbrook's bowling when he had scored 46. The fourth wicket fell at 135. Hammond twice sent Grimmett to the boundary while Leyland pulled Hornbrook to the boundary.

Hornbrook, however, got his revenge from the yoking Yorkshireman when he was clean bowled, the fifth wicket falling at 189. Wyatt was bowled from his pads at 207, while a magnificent throw in by Kippax, who had only one stump to aim at, ran out Tate at 208. Larwood fell an easy victim in the slips at 220, but Hammond was still batting brightly and reached his fifty with a fine cut. He had been at the wicket for 95 minutes.

Hammond's Effort.

Jumping in, Hammond attacked Grimmett's bowling, but several great drives were brilliantly fielded by Bradman. Duckworth got two boundaries but he was bowled by a full toss in the same over, the ninth wicket falling at 248. Hammond, at this stage of the game, was hitting everything, but he fell to a slip catch. He hit one six and eight fours. It was his best effort of the series. He combined defence with aggression and scored with strokes to leg- and powerful drives.

The earlier play in the Test match is described in the following Reuter messages:

London, Aug. 22. The weather was fine at the Oval to-day, but the pitch was soft after yesterday's heavy rain, making conditions far from favourable for the batsmen. Only 6,000 were present to see the resumption of the match, compared with the huge crowds on previous days.

Whysall and Sutcliffe faced the bowling of Grimmett and Fairfax, and Sutcliffe was hit almost every over, the ball getting up dangerously. Whysall had scored only ten, when he was out to a ball with a sharp off-break sent down by Grimmett, which he fumbled, putting up an easy catch in the slips for Hornbrook. Sutcliffe had then doubled his not-out score of eight, and had 16 to his credit, the second wicket falling for 37.

"Duleep" as Stonewaller.

Dulepsinhji now joined Sutcliffe and played the unaccustomed part of a stonewaller, admirably aiding Sutcliffe in this way to defy the wiles of the bowlers on a sticky wicket.

The two steadily added to the score, until Sutcliffe, who had passed his half century amid applause, seemed to lose sight of a ball sent down by Hornbrook, which flew from the shoulder of the bat straight to the gully, where it was held by Fairfax. The veteran had compiled a valuable 54, with a masterly display in a time of crisis, hitting four fours. When he left, Dulepsinhji had knocked up 37, and the third wicket fell for 118.

126 for 3 at Lunch.

Hammond joined the Indian, and adopted the necessarily cautious tactics of taking no chances whatever, and when the luncheon interval arrived had yet to score. Dulepsinhji had added carefully another eight runs to his tally, and had 45 to his credit on the adjournment, the board reading 126 for 3.

Whatever prospects England had of averting an innings defeat were nullified after lunch, when, after Dulepsinhji had added a single run and then been caught, wickets began to fall rapidly. Hornbrook being responsible for nearly all the damage.

Hammond made a great effort, and compiled 60 before being out to a catch, but with the others it was almost a procession, the last wicket falling shortly before four o'clock with England's total 251, Australia thus regaining the "Ashes" by an innings and 39 runs.

The full scores in the match are as follows:

England—1st Innings.

J. B. Hobbs, c Kippax, b Wall	47
H. Sutcliffe, c Oldfield, b Fairfax	161
W. W. Whysall, b Wall	13
K. S. Dulepsinhji, c Fairfax, b Hornbrook	50
W. R. Hammond, c Fairfax, b Hornbrook	13
M. Leyland, b Hornbrook	3
R. E. S. Wyatt, c Oldfield, b Fairfax	64
M. W. Tate, st. Oldfield, b Grimmett	19
H. Larwood, lb.w., b Grimmett	19
G. Duckworth, b Fairfax	3
I. A. R. Peables, not out	3
Extras	19
Total	405

Fall of wickets: 1 for 68 (Hobbs), 2 for 97 (Whysall), 3 for 162 (Dulepsinhji), 4 for 190 (Hammond), 5 for 197 (Leyland), 6 for 367 (Sutcliffe), 7 for 379 (Tate), 8

DEVELOPMENT OF THE HARBOUR.

CONSIDERED BY IMPERIAL COMMITTEE.

TWO VIEWPOINTS.

London, Aug. 22.

A White Paper has been issued reviewing the work of the past four years of the Imperial Shipping Committee. Much of the work has been done by means of informal conferences, mostly for the settlement of minor disputes.

The Committee, since 1926, has devoted more time to survey facilities, being of the opinion that they should only intervene in disputes when mutual efforts by the disputants have failed.

In the past four years the Committee has reported on the harbours of Mombasa, Dar-es-Salaam and Singapore and also considered the development of Hongkong Harbour, and the White Paper states that the Committee has invariably considered the question of development on the wider general viewpoint which is not always appreciated in the first instance by the local authorities.

The opinion is expressed that the question whether civil aviation shall be represented on the Committee might be considered at the next Imperial Conference.

Reuter.

AMERICAN BASEBALL RESULTS.

NEW YORK EASILY BEATEN BY CHICAGO.

New York, Aug. 22.

The following are the results of the baseball matches played in the National and American Leagues to-day:

	National		American
Pittsburgh	10	Boston	3
Cincinnati	4	Brooklyn	1
Chicago	12	New York	4
St. Louis	10	Philadelphia	8
New York	4	Cleveland	5
Philadelphia	1	Detroit	7
Washington	3	St. Louis	4
Boston	4	Chicago	6

—Reuter's American Service.

Amongst other tenders invited by the Government is one for the construction of a latrine between Ladder Street and U Hing Lane, and another for the purchase of waste paper from the Prison Department.

for 379 (Wyatt), 9 for 391 (Duckworth), 10 for 405 (Larwood).

Bowling Analysis.

	O.	M.	R.	W.
Wall	37	9	96	2
Fairfax	37	9	52	3
Grimmett	64	2	135	4
McCabe	22	4	49	1
Hornbrook	15	1	54	—

Australia—1st Innings.

W. M. Woodfull, c Duckworth, b Peables	54
W. H. Ponsford, b Peables	110
D. G. Bradman, c Duckworth, b Larwood	232
A. F. Kippax, c Wyatt, b Peables	28
A. Jackson, c Sutcliffe, b Wyatt	7
S. McCabe, c Duckworth, b Hammond	54
A. G. Fairfax, not out	53
W. A. Oldfield, c Larwood, b Peables	34
C. V. Grimmett, lb.w., b Peables	6
T. Wall, lb.w., b Peables	7
P. M. Hornbrook, c Duckworth, b Tate	0
Extras	44
Total	695

Fall of wickets: 1 for 159 (Ponsford), 2 for 190 (Woodfull), 3 for 285 (Kippax), 4 for 506 (Jackson), 5 for 570 (Bradman), 6 for 594 (McCabe), 7 for 670 (Oldfield), 8 for 684 (Grimmett), 9 for 684 (Wall), 10 for 695 (Hornbrook).

Bowling Analysis.

	O.	M.	R.	W.
Peables	71	8	204	6
Tate	65	12	153	1
Larwood	48	6	132	1
Wyatt	14	1	58	1
Leyland	16	7	34	0
Hammond	42	12	70	1

England—2nd Innings.

J. B. Hobbs, b Fairfax	9
H. Sutcliffe, c Fairfax, b Hornbrook	54
W. W. Whysall, c Hornbrook, b Grimmett	10
K. S. Dulepsinhji, c Kippax, b Hornbrook	46
W. R. Hammond, c Fairfax, b Hornbrook	10
M. Leyland, b Hornbrook	20
R. E. S. Wyatt, b Hornbrook	7
M. W. Tate, run out	0
H. Larwood, c McCabe, b Hornbrook	9
G. Duckworth, b Hornbrook	15
I. A. R. Peables, not out	21
Extras	21
Total	251

Bowling Analysis.

	O.	M.	R.	W.
Wall	12	2	25	0
Fairfax	10	3	21	1
Grimmett	43	12	90	7
Hornbrook	31	5	92	7
McCabe	3	1	2	0

REBELS LOOK TO CHANG.

MUKDEN ALLIANCE DESIRED.

THREE DELEGATES LEAVE FOR PEITAIHO.

NATIONALIST DELAY.

Shanghai, Aug. 22.

The Shansi Government's hope of an alliance with Manchuria is renewed by the departure this morning for Peitaiho of Messrs. Chan Kung-poh (Kuomintang Leftist representative Mr. Wang Ching-wei), Hsieh Tu-pei (representing Marshal Feng Yuxiang) and a delegate representing Marshal Yen Hsi-shan, their mission being to hold a conference with General Chang Hsueh-liang.

While all eyes are centred on General Chang Hsueh-liang as a possible saviour of the Northern militarists from an early defeat by the Nationalists, much will depend upon the persuasive powers of the emissaries now visiting Peitaiho.

Manchuria Ready.

General Chang Hsueh-liang has instructed engineers to repair the Peking-Mukden Railway and as soon as the floods are abated he will station a Manchurian Division of about five thousand troops along this line.

This precaution is adopted in view of the precarious position in Chihli. Mr. Wu Te-chen, former Canton Chief of Police, who has visited Mukden representing Marshal Chiang Kai-shek, arrived at Peitaiho yesterday and interviewed General Chang Hsueh-liang during the afternoon.

Chiang at Tsinan.

The Nationalist Commander-in-Chief, Marshal Chiang Kai-shek, visited Tsinanfu by aeroplane, taking advantage of a full prevailing along the Lung-Hai Railway to confer with his divisional commanders on the strategy to be adopted for the coming assault against Tehchow.

Marshal Chiang arrived yesterday shortly before noon and after a four-hour conference with General Liu Chi (First Nationalist Division) and General Han Fu-chu he returned to his G.H.Q. at Kwei-teh along the Lung-Hai Line. The Nationalist Government has appointed General Han Fu-chu, Nationalist officer directing the troops along the Tainanfu-Kiaochow Railway, as Military Governor of Shantung.

Lost Nationalist Chance.

Japanese reports from Tsinanfu state that the Shansi retreat from Tsinanfu was a most disorderly affair lacking in military organisation. The Japanese state that many large contingents of Shansi troops were left behind on isolated portions of the Tientsin-Pukow Railway, and if the Nationalist troops had not wasted valuable moments but had continued in pursuit of the rebels, Tehchow would now have been in hands of Nanking.

The Japanese say that the Nationalist delay in crossing the Yellow River has given the rebels time to consolidate their position at Tehchow, where they are massing an army of 50,000. It is estimated that along the Tainanfu-Kiaochow Railway over 15,000 Shansi rebels, cut off from the main body of fleeing troops, were disarmed.

General Attacks.

The Nanking Commanders have been instructed by Marshal Chiang Kai-shek to adopt the offensive in view of the smashing victory at Tsinanfu.

Marshal Chiang intends to surprise the rebels with sweeping tactics by capturing Chengchow, along the Lung-Hai Railway, and Tehchow, along the Tientsin-Pukow Railway.

Shanghai newspaper correspondents on the Lung-Hai Railway front report that during their hurried retreat the Kuominchun troops left behind at Lanfeng and Khsien many dead and wounded. The Kuominchun fortifications were the result of several months of preparation and hard work, and the fact that they were smashed by the advancing Nationalist troops has greatly shaken the confidence of the rebels.

Still Holding Out.

Peking, Aug. 22. Chu. Ao-hsiang has issued a statement that 5,000 Shansi troops are still holding out in Tainan, and 3,000 at Wenshang.

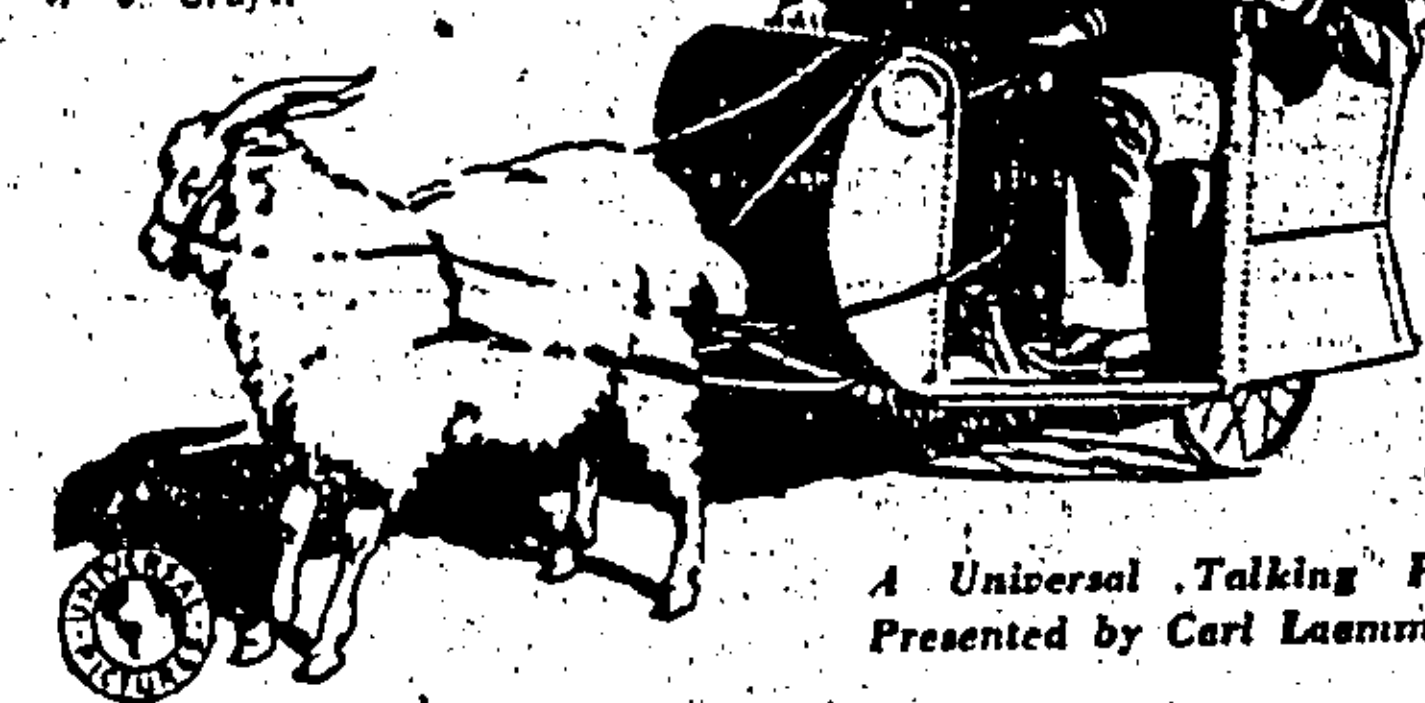
Shih Yu-san's army is reported to be moving from the left wing of the Lung-Hai front towards the Yellow River, to support the Shansi forces, while three Kuominchun divisions from Shensi are replacing Shih Yu-san's troops.—Reuter.

DAMES AHOY!

WHOOPEE! The fleet's in! The big laugh is here! Three buddies are on shore leave, and their war cry is "We want girls!" Do they get them?—DO they—AND HOW! You'll be surprised at the "how" and the "when" and the "where." You'll laugh yourself silly at this howling story of three salt-water sailors flourishing around in an enraging sea of matrimony. IT'S A RIOT!

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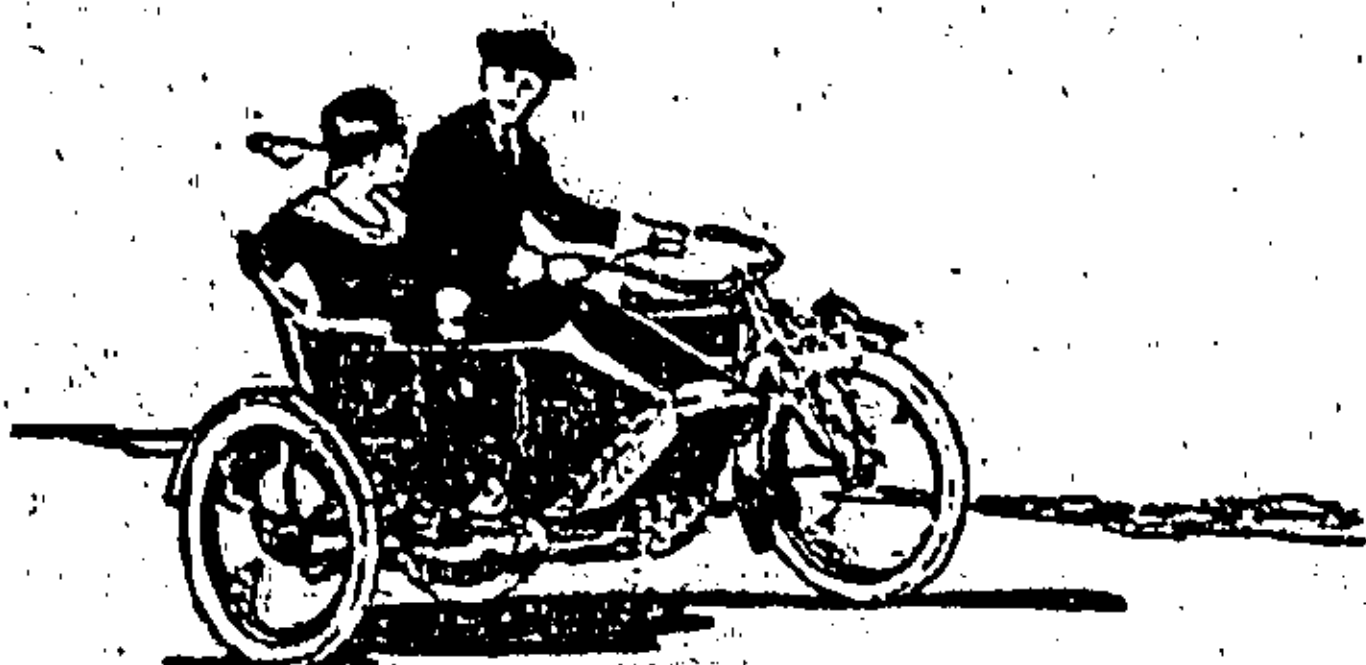
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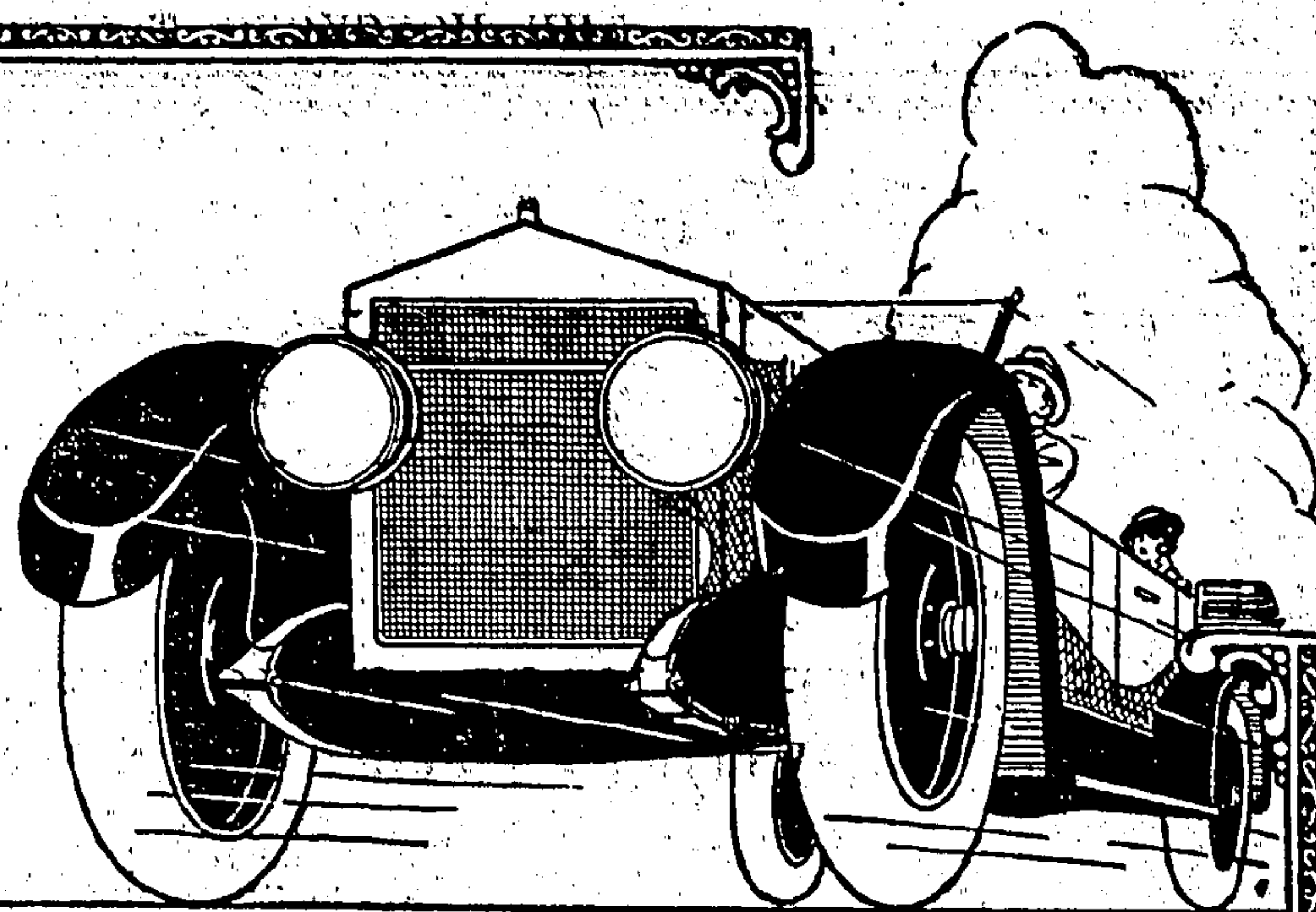
MOTORING SUPPLEMENT



OF
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SATURDAY, 23rd. AUGUST, 1930.

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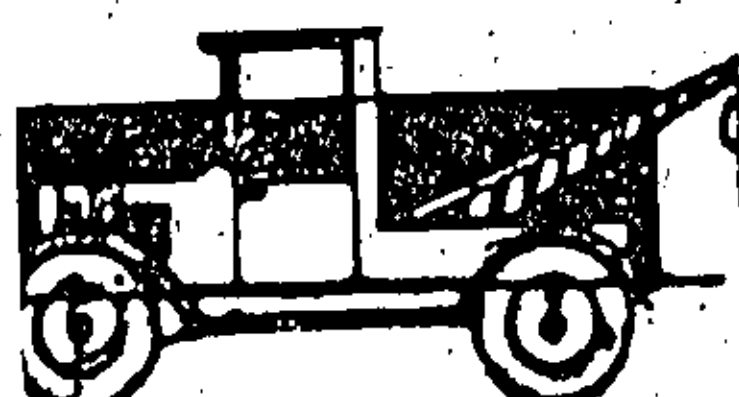
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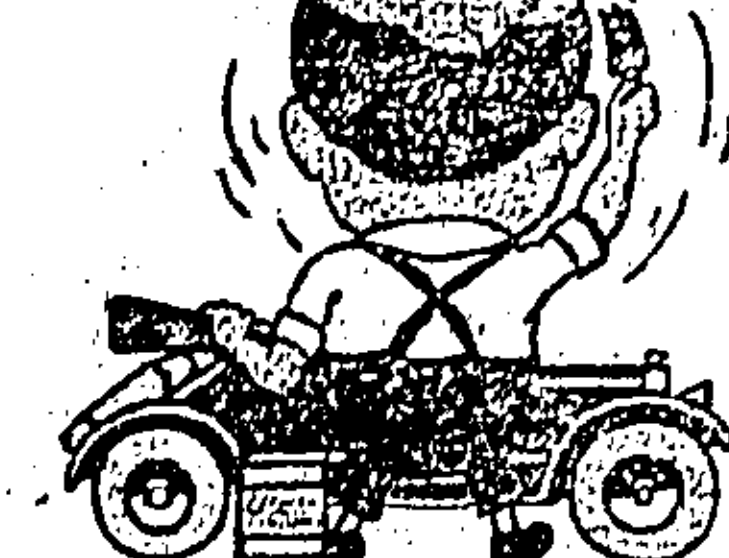
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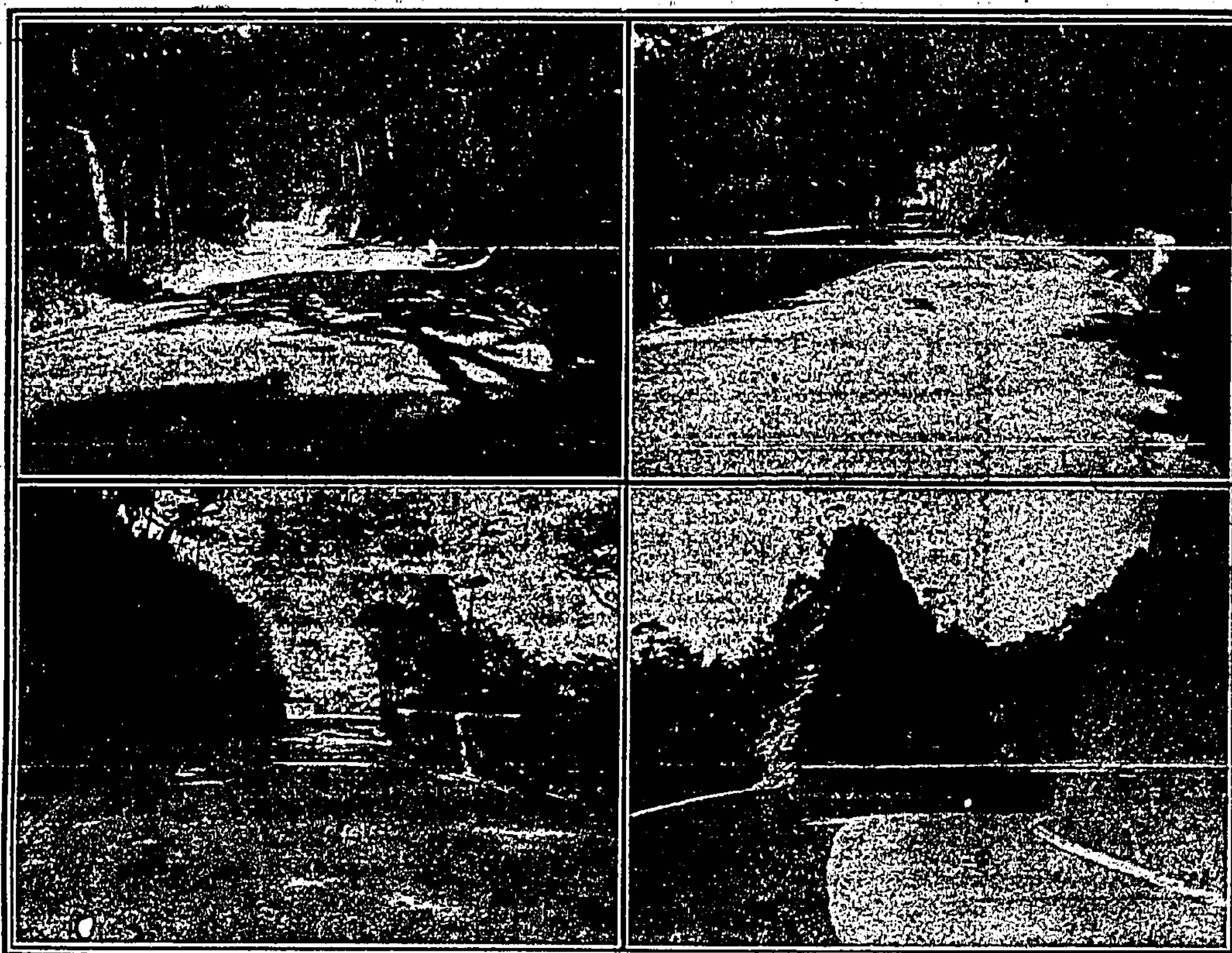
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WHERE EVERY PROSPECT PLEASES—AND MOTORS ARE TABOO!



The above pictures taken on the Upper Tai Hang Road, reveal picturesque scenery equal to any in Hongkong. For some five years or so, motoring has been forbidden along this route, although we understand that occasional permits have been granted to owners of "baby" cars. A water conduit carrying water to supply a part of the city runs beneath a section of the road, and it is understood that motor traffic might damage this. The road was, of course, originally built as a motor road.

CURRENT COMMENT

No Motors!

To-day, we publish pictures taken on a Hongkong road which is probably unknown to the majority of motorists, for the simple reason that they are not permitted to use it. It will be seen that it is of ample width to allow motoring, and yet, since it was built some five or six years ago, the entrance by the junction of Bowen and Stubbs Road has been barred and locked. We believe that the original intention was to carry the road through to a point in the vicinity of the French Hospital, and as a matter of fact, a considerable portion of the route has been completed, obviously at heavy expense, and yet motoring on it is forbidden. Quite apart from its scenic beauty, residents of Upper Broadwood Road are greatly disappointed at being denied such a pleasant journey home, in fact, we understand that some have actually erected garages, which they are unable to use until this Upper Tai Hang Road (as it is known) is thrown open to motor traffic. We certainly sympathise with such residents, and at the same time, cannot understand why so much money should have been expended in building a road, and then seemingly locking it up as something forgotten. A walk along its picturesque windings reveals many unusual and beautiful views of the harbour and the Peak, and it is to be sincerely hoped that this reminder of its existence will have the desired effect.

Those Trees.
The long overdue removal of the trees along the Wong Nei Chung Road will be most gratifying to motorists regularly using that thoroughfare. It is perhaps opportune to point out that motorists generally prefer roads which are partly shaded by trees, and it is naturally agreed that a well timbered avenue is most attractive and pleasing to the eye. It is never-

less true that when trees are so placed that they do cause a danger to motorists, in the interest of public safety, they must be sacrificed. We would suggest that whenever saplings are planted along our roadways, they should be placed at a sufficient distance back to allow any future widening which may be needed, or to ensure that their branches will not grow out and cause obstruction or danger as the trees mature. It is noticeable that in some cases, planting is done within but a few feet of the roadway itself, and it has to be remembered that the majority of our roads are without footpaths. This is an important point, and we trust that it will be borne in mind when future planting is considered. Yet Another!

We have been requested to suggest that the large tree on the corner of the Morrison Hill Road, turn-

HISTORIC ANTIQUES. First Car Round World.

"RICKSHA" AXLE
FITTED.

At the annual spring meeting of the American Society of Automotive Engineers in Detroit, two old

ing from the Monument in the direction of the Police Club, should also be removed. Car Thefts.
In view of the number of petty thefts from cars parked in the City, especially in the Chater Road locality, it is hoped that more motorists will use the space outside the City Hall, where supervision is exercised by one of the H.K.A.A. patrols.

Hupmobile cars were shown. Each had a remarkable record.

One was a 1909 roadster, and was the first car used by the Detroit Police Department. The other, a 1910 Phaeton, was the first car to travel round the world.

It was driven by T. J. Hanlon, who said that some of the best roads encountered on the journey were in Australia—which the car visited twice—and in New Zealand.

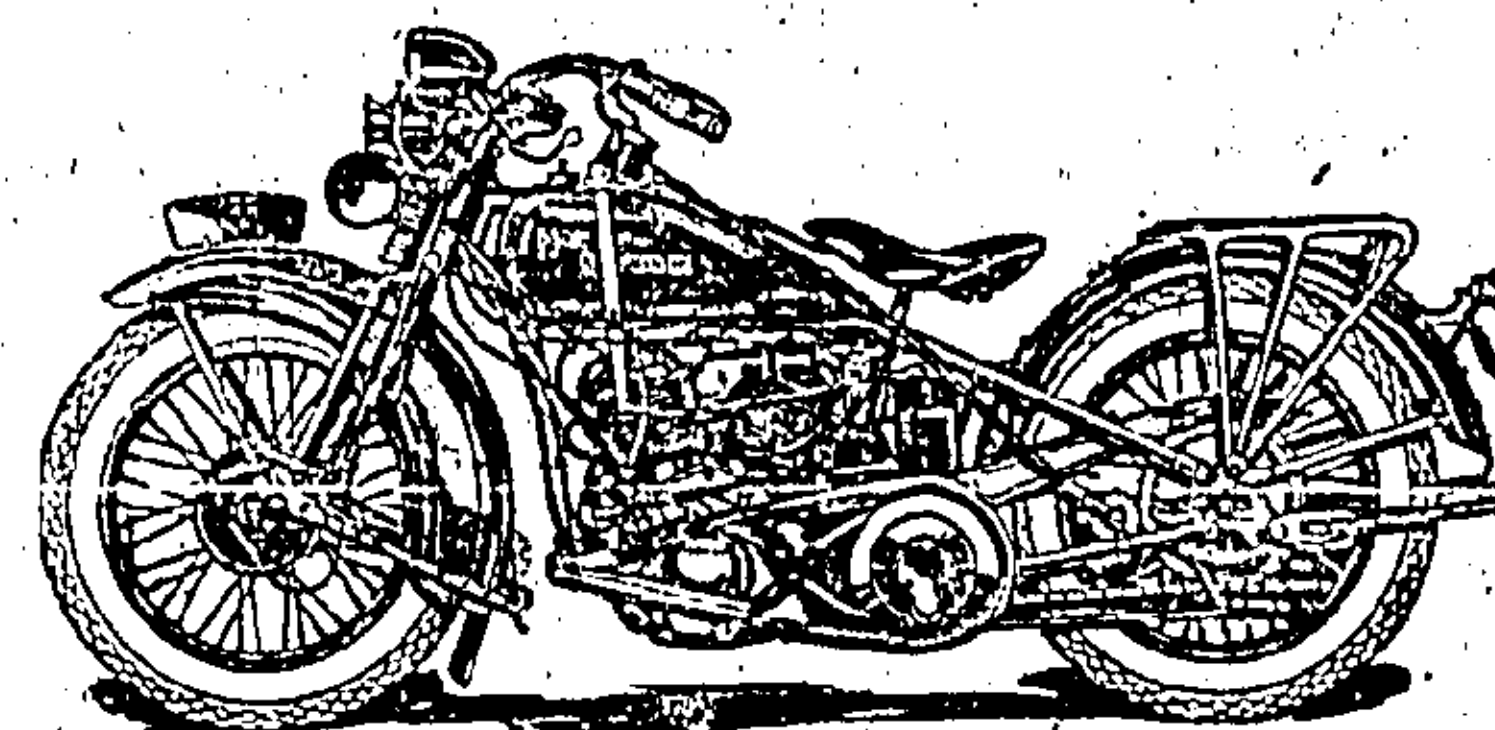
In Japan an axle broke, and as spare and even tools were unavailable the drivers had to convert a jinricksha axle, which they turned on a potter's lathe, using a screw-driver, chisel, file, hammer, and pliers, as their only tools. The chisel was made into 10 different tools before the job was finished, but the makeshift axle lasted till the journey was completed.

"SAFETY FIRST" ALONG WONG NEI CHUNG ROAD.



The above picture, taken when the work was commenced of removing the trees along a portion of the Wong Nei Chung Road, clearly indicates that the work was necessary. The motor car is seen proceeding in the direction of Craigengower, with but little space between the car and the trees. This happened to be an ordinary five-seater car, the danger in passing being greater when larger cars or lorries were concerned. A long-needed improvement will be effected when all of the trees have been removed.

1931 "Harley Davidson" Can be Cabled for Now.



SEE THE NEW MODELS EARLY.

The Gascon Motor Co.

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LOCAL AGENTS,

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AUSTIN IN U.S.

Body on American
Lines.

SNAPPY BANTAM.

The American Austin bantam automobile, made its first public appearance on June 29, when it was introduced in distributors' show-rooms throughout the country.

This long-awaited little car, similar in motor and chassis to its British namesake, is the product of the American Austin Car Company of Detroit. It is described as distinctly an American creation, financed by American capital and built in the company's plant at Butler, Pa.

The little Austin, priced at \$445 at the factory, is declared to be able to do forty miles on a gallon of petrol and to travel from 20,000 to 40,000 miles on a set of tyres. A feature of the car is its sturdy little power plant, a mechanical duplicate of the British Austin, which is said to have won more than 500 cups and medals in competition abroad during the past eight years.

The body, however, is built along American lines. It is low-hung and streamlined. Furnishings are in the modern mode, with wheels of the disk type.

The Austin is the smallest American car. It rests on a wheelbase of seventy-five inches, as compared with the Ford's 103½ inches. The Austin is said to be sixteen inches narrower than any standard car now in production in the United States, with a total width of only fifty-three inches and a tread of forty inches. Its ground clearance is eight and three-eighths inches. It weighs only 1,130 pounds.

Declaring that the bantam car marks a departure in automotive transportation in the United States, A. J. Bradd, president of the company, asserted:

"The bantam car comes as the first practical solution to the problem of road congestion by providing a type of individual transportation that makes it unnecessary to use the family car except for family transportation purposes. It solves the problem of waste transportation evident when a five-passenger car is employed for two-passenger service.—N. Y. Times.

THE BUICK WAY.

Keeping Up-to-Date.

There are about 500 men employed in the engineering department of the Buick Motor Company, including the staff of engineers many of whose names are known throughout the automotive industry. These men originate and design the advancements that are built into the car from year to year.

Working under the engineers is a corps of mechanical draughtsmen. Two score of them are kept busy laying out designs. A battery of blue-print machines supplies the necessary working copies for the production departments.

The engineering department is a self-contained unit for when an experimental car is wanted to demonstrate the advantages of certain features, it is built by the engineering mechanical staff. Given the raw materials these engineers build automobiles by hand, fashioning many of the various parts at their work benches. The sheet metal work in these experimental cars is done with mechanics' hammers and shears. Hand-made cars are not a novelty to the engineers; some five or six of them are built every year.

One floor is devoted to testing rooms equipped with intricate machines used to determine the strength and power of the various units of the experimental cars. An electrical machine tests and rates the horsepower of the motors.

There is the cold room used to demonstrate the efficiency of motors in sub-zero temperature. Refrigerating pipes line the ceiling and walls and the test cars are rolled in through air-tight doors that resemble the doors on an ice box. Inside the temperature is 10° or 20° Fahrenheit below zero. During these frigid tests the engineers wear fur-lined boots and suits and aviator helmets.

AUTO TURNTABLE.

Automobile turntables have been installed in numerous narrow streets in Paris.

The New AIR-FLIGHT PRINCIPLE

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MARATHON MOTORCAR RACING IN 1906.

Twenty-four Hours of Commercial
Speeding, 24 Years Ago.

THE WINNER'S RUN OF 900 MILES.

"What-cha-think a fella's got to write about? This show wouldn't stir a flutter in a young ladies' Sunday school."

Almost as he spoke a car flashed by us and at that precise instant its left front wheel became detached and continued its free course ahead of the machine. Deprived of support on one corner, the car swerved to the left, broke through the railing on the edge of the infield, throwing a dozen "rail birds" who had gathered there, despite all police supervision, roughly to the ground, and continued for some two or three hundred yards across the grass before it toppled over wearily on the point where the wheel should have been.

"There's your story," I shouted to the yellow journalist who had been demoralizing the lack of incident as I set off hot-foot after the disabled car.

Driver Strang jumped from his seat and, without so much as a glance rearwards at the damage he had done, yelled, "Eh, you guys, beat it back to New York and get me a new axle."

Throttle Tied Open.

When they had gone, and the attendants were busy removing the damaged axle, the driver spared time to explain that his throttle had a tendency to close, and, as it was too tiring to hold it open with the hand on the steering wheel, he had fastened it in the full open position with adhesive tape. When the front wheel came off the clutch refused to come out, with the result that the car careered wildly on its three wheels. The fact that the ambulance had carried several people away to the hospital entirely failed to impress him.

"Who asked them guys to come and sit about on the rail?" He asked emphatically, if not particularly grammatically.

"There's nothing to worry about," remarked the yellow journalist, who had returned after telephoning his "story" to a newspaper office on lower Broadway. "Only a few bones broken; but I guess you gave some of those birds a scare."

It was a race—a twenty-four hour race run on a dirt track in the suburbs of New York exactly twenty-four years ago. At that time America had few roads; she had no automobiles, but she had cars, of both home and foreign production, and full-blooded youths who positively delighted in hurrying them round one-mile dirt tracks built for trotting horses. Further, she had a virile public which preferred strong emotions mixed with its pleasures, and which took a real delight in watching those drivers flit with death.

There was a delightful freedom in the regulations. Anything on four wheels could be entered, and usually it was a chassis with a couple of bucket seats, sometimes without a bonnet, or if it had one, for its presence was preferable, with exhaust pipes cut flush with the sides. At night, when red and blue flames shot forth, there was something diabolic in the scene, but there was the practical advantage that a missing cylinder could be detected instantly.

It was thrilling during daylight to watch sixteen cars hurtling round a dirt surface little more than a mile in circumference, but it was hair-raising at night.

No Luxury in Those Days.

Acetylene flares cast a very uncertain beam in the direction of travel. Each car had to carry lights; they might be oil lamps or acetylene lights, but they were certainly not electric, for that luxury had not been applied to automobiles in those days. Tail lights then had a habit of going out, to the disgust of drivers and the apparent delight of an official with a yellow flag who rushed out at the imminent peril of his life and endeavored to bring the delinquent to a standstill.

Will any driver stop, because Fred Wagner is waving a flag at him? They know something of "Wag's" power of invective, and it is because they know that they prefer to swing around him, missing him by a hair's breadth, singeing him with their open exhausts, hoping that the mechanic spread-eagled on the bare chassis, his toes around the frame members and his elbows within half an inch of the driving chains, will succeed in lighting the lamp before the next round.

He succeeds; but a quarter of an hour later the light has again failed, and Wagner, with his much-abhorred flag, has triumphed in bringing the car to a standstill. Running into the pits, the

mechanic comes out with a hurricane lamp in his hands.

"Step on her, Bob! We'll show that son of a gun if he can stop us with his dirty flag."

Slewing and Yawing.

As the mechanic utters his defiance he jumps on to one of the cross-members of the chassis, just above the gear box, braces his feet against the rear members and the side rails and, with the lamp in his arms, carefully shelters from malicious currents, he allows himself to be whirled around that rusty dirt track at a speed of over forty miles an hour. The car slews and yaws on the bends, cutting in head of others in defiance of all sporting etiquette; at times it is one of a group so closely packed that by leaning over the mechanic might touch the car to the left, the one to the right, and the one astern, but never for an instant does he cease to nurse the lamp and direct its beam rearwards.

We wandered into the pits. In the modern acceptance of the term there were no pits; but there was an in-field, with tents, tools, spares, drums of petrol and stacks of tyres, and the helpers, official and unofficial, were all bubbling over with vim and enthusiasm. When a car came in they swarmed over it; they fought for the honour of being the first to touch the radiator cap; they swung big drums of petrol as if they had been mugs of beer; knives hacked at tyres; the language was lurid and sulphurous; and when the car had roared back to the track it was no unusual occurrence for some of the discussions to be settled by a scientific and vigorous swing of the fist.

The atmosphere was heavy with petrol fumes. A foreign car, as the filler cap was being screwed down, burst into flames, probably as the result of a match struck by somebody a few yards in the rear. Coats, rugs, fire extinguishers were all brought into action, but it was ten minutes before the fire had been stilled and another hour before the car returned to the track.

These twenty-four hour drivers never knew when they were beaten. A wiry, red-headed Irishman changed eight tyres in the afternoon and evening; he broke a wheel; he and his assistants replaced the clutch; for three hours the radiator had been leaking like a sieve; but after every stop for replenishment he rushed off; raced ahead of the leader, and added a few more miles to his score until a too liberal supply of cold water on over-heated cylinders caused the jackets to burst and the metal to fly skywards in a thousand pieces.

"Special Constables."

"Beat it!" shouted my companion. "They're coming."

"Who?"

"Why, the Pinkerton men, you bonehead."

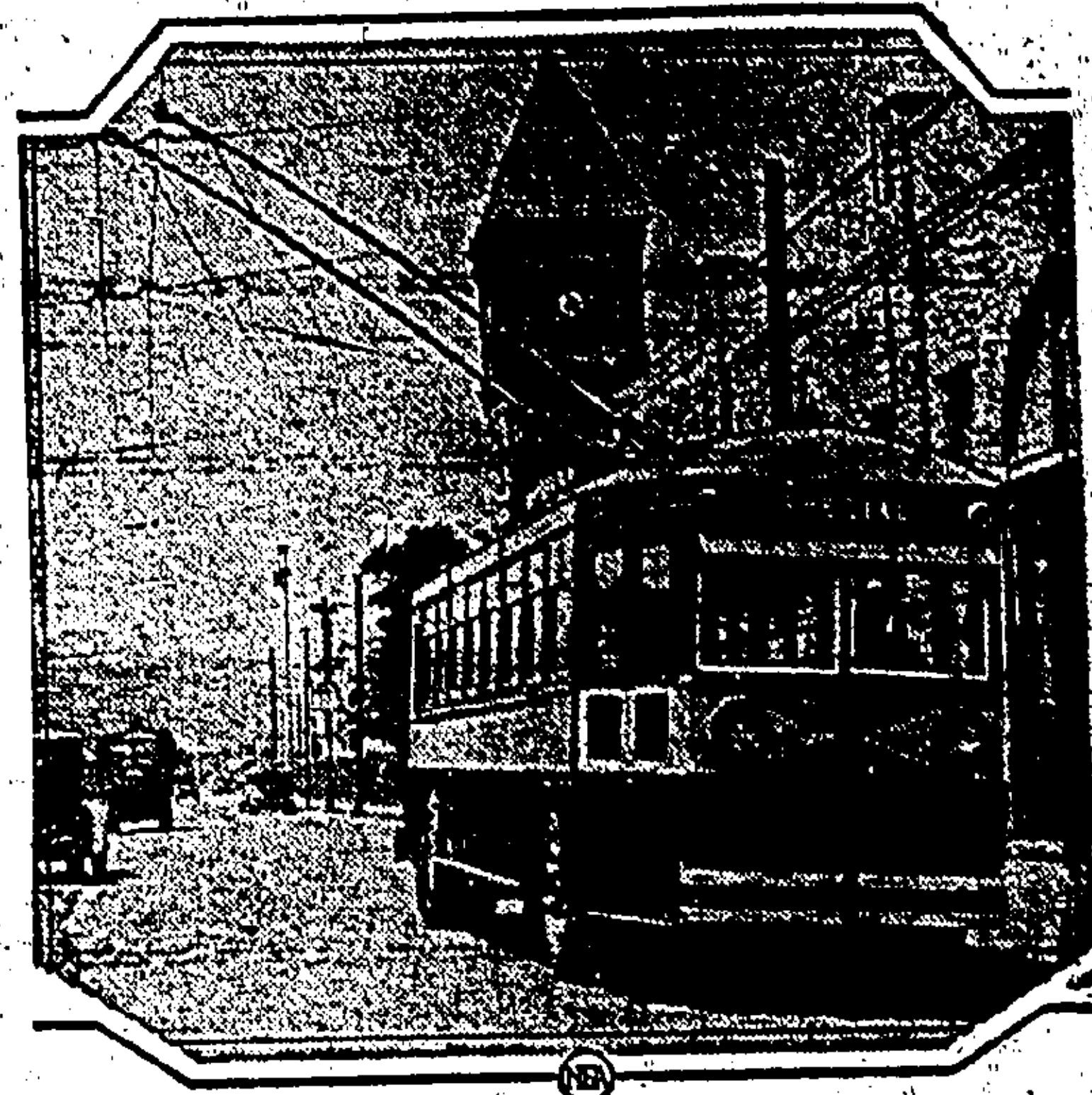
He dragged me into a tent stocked with tyres, tools, pistons, valves and radiators, and there I learned that the management, annoyed by the several outbreaks of fire, and exasperated by the large numbers of intruders who had found their way to the in-field, had given orders to the Pinkerton men to clear the ground, and these private police were doing their work with American vigour and thoroughness. Forming a line across the field they advanced with drawn staves, and everybody in front of them not engaged on some apparently useful work, or dressed in such a manner as to indicate that he had just been doing useful work, had to flee or go down before their blows.

The winner of the previous race, a Frenchman, and agent for a famous French car, tried to prove his identity, and in painful and voluble English to explain his reason for being present. A hefty swing from a Pinkerton man's staff brought his discourse to an abrupt ending. When the cordon reached the end of the field the hunted group in front of it made a wild dash across the track, at imminent danger of being hit by passing cars, to the safety of the grandstands. The casualties limped away as they returned to consciousness.

In the evening, after twenty hours' running, it began to rain vigorously. One by one the drivers ran for waterproofs and tyre chains, and to throw their goggles away for the dirt surface on which oil had been sprayed at intervals during the race was quickly transformed into a black, oozy mass like that on harbour bottoms at low tide, with a percentage of glue added.

Men armed with rakes tried to even out the surface on the bends.

TROLLEY BUSES IN U.S.



Trolley bus . . . or . . . bus trolley.

Pittsburgh July 12th.—The era of the noisy, clanking street car is passing and in its stead comes the quiet, flexible electric trolley bus.

Several mid-western cities have adopted this bus. Detroit, Chicago and Cincinnati are among them. The reasons for the adoption are these:

Noiseless operation; flexibility which permits them, by means of a special trolley, to detour ten feet on either side of the centre underneath the trolley wires; no offensive gases for passengers or pedestrians to breathe, because of the electric motors which generate 50 horsepower without burning gasoline; efficient use of street space; rapid pickup.

When Chicago inaugurated its trolley-bus service with 41 cars early this year, it was in the form of an experiment. Now it has adopted the buses as an accepted means of transportation.

Great Transportation Aid.

Twenty-one buses are operated during rush hours and the headway is a mere two minutes between buses. H. H. Adams,

superintendent of shops and equipment of the Chicago surface lines says, "It is the most important contribution to mass transportation since the advent of the first electric street car."

The buses take electric power from an overhead trolley line and are operated by automatic variable accelerating rate foot control. Two 50-horsepower high-speed motors drive the balloon-tyred rear wheels. Brakes are operated by air.

Comfortably Fitted.

Electric heaters provide comfort in the trolleys in winter and eight ventilators maintain a supply of fresh air. Each bus has 40 leather-upholstered seats inside with a buzzer signal at each one.

The flexible trolley enables the buses to pull into the curb for passengers and thus eliminate the possibilities of an accident to passengers who now step into the street to board a street car. Also by this means, and by means of a 31-mile-an-hour speed, the buses can move around in traffic and pass the slower automobiles which often hold up street cars.

WATCHING OIL.

Scouring the
Crankcase.

ROLLS-ROYCE WAY.

It is common knowledge that when a car is new the oil in the crankcase should be drained off and replenished by fresh lubricant after a few hundred miles. The reason for this, of course, is that however "clean" a new casting may be, there is necessarily an amount of grit and other impurities which mix with the oil when the engine is first run and form a mild grinding paste! If the oil is drained out, most of this abrasive goes with it and after further drainings and replenishments, the interior of the engine becomes relatively clean.

The manufacturers of Rolls-Royce cars, however, employ a method which removes these impurities in the preliminary engine tests. When an engine is assembled it is placed on a test bed and is run in gently, under its own power. It is not "motored" in by external power, for this reverses the stresses. Also running of this sort is necessary with a Rolls, for everything is built to such limits of accuracy that the unit is perfectly free before it has fired at all. This early test is carried out for two reasons (1) to obtain a surface polish on all the working parts and (2) to scour the crankcase of all impurities.

The second purpose is achieved by the simple method of lubricating the engine from the "main" rather than from its own crankcase. A supply tank containing hundreds of gallons of oil is connected to the engine pump and the lubricant then follows its usual course, finally draining out from the bottom of the crankcase. There is thus a continuous flow of fresh, cool oil which removes all impurities in its passage through the engine.

AUTO DEATH DATA.

A total of 124 persons were killed by each 100,000 registered automobiles in the United States last year, according to the American Motorists' Association.

motor expected to be drawn forth. "O, you birds sure make me tired," then, slipping his hand into his hip pocket, he counted out the yellow backs, there, in the persistent, relentless rain—

Perhaps there was a glint of fire in Slim's eye; perhaps there was something in the set of his shoulders, or perhaps it was only the recollection of a little financial unpleasantness after an earlier race—whatever it was, the pro-

ENGLISH RAILWAYS AS TRUCK OPERATORS.

The Danger of Potential Monopoly.

CO-ORDINATING RAILWAYS AND PUBLIC HIGHWAYS.

The country in its wisdom as expressed through Parliament has given the railways power to operate on the roads. Let us hope that we shall not live to regret it. The danger lies in the potential, it may even be said the prospective, monopoly which would ensue if the railway companies were to acquire by purchase the principal road services already existing. At present they have only made a beginning, but it has been a sufficient indication of their policy; and there is no present reason to suppose that they will not pursue this policy to its logical conclusion. The process may take some years, but at the end of that time it seems likely that the railways will be in possession of all the public road services for passenger and goods transport which are effectively competing with them at present. What is then going to be the situation, and it is one which was visualized by Parliament, and intended by the public, when these powers were granted? It is safe to say, in answer to these questions, that the public did not foresee a virtual monopoly of its public road services, and would be strongly opposed to any such consequence of the exercise of these powers.

Private Enterprise.

Cheap and efficient transport in England is not only essential to public convenience but vital to industrial prosperity, and it will be fatal to both if the competitive element is deliberately eradicated by bureaucratic control. There is another and exceedingly pertinent aspect of this issue which also concerns the general public, although its immediate bearing and reaction will be upon the manufacturing side of the road transport industry. As is well known, the railway companies are pledged not to engage in the manufacture of road vehicles; but it is not difficult to foresee that they may easily have a depressing effect upon technical progress in this industry if they get to the point of placing out to tender specifications of their own which they will then only be concerned to get built at the lowest price. Already signs of confusion in the market are apparent, and it will be in the highest degree unfortunate for this industry and for the public which it serves if free development is restrained. The evolution of public service transport vehicles, both passenger carrying and goods, is too unfinished and too promising to be thus nipped in the bud. Immense technical stride have been achieved during the few post-war years in this field of transport, and this development may be said to be due, fundamentally, to the competition for public favour which exists under present conditions. Private enterprise in road transport has been made to pay by studying public convenience and comfort. No opportunity is missed of providing the public with facilities suitable to the occasion and of building up a goodwill which brings custom to the individual service. No operator has long survived under existing conditions any inclination to atrophy, let alone negligence. It is pertinent to ask whether this healthy state of things would continue under a railway monopoly. At any rate those who have any reason to doubt it are well advised to press for such safeguards in the interests of future competition as the existing circumstances still permit.

Freight Transport.

That the railway companies should want to get control of the roads is not surprising. They not only see passengers making cross-country journeys in comfort which would involve the height of inconvenience by rail, but they are confronted with the fact that operators are making a success of regular services between main-line stations at half the railway fares. In freight transport the changed situation is equally striking, for the railways, which graduate their charges on the rateable value of the goods transported, have been accustomed to derive something like half their freight revenue from the highest grade loads which account for barely more than one-fifth of the total weight and it is precisely this lighter class of high rated goods that is now increasingly transported by road. Not only are freight transport companies operating successfully in this field, on contract and chance loads, but many of the most important businesses in the country have established their own transport service to deal with their own distribution problems.

The reason for the railway companies' concern to secure road transport powers is obvious enough, but it is by no means so clear that the granting to them of this concession is the best way of solving the transport problem with which England is confronted—the problem of co-ordinating the rail and the road in an interlocking and highly efficient system. There are, of course, those who consider that the only way to solve this kind of problem is to put it under one hat; to smother it, in fact. But there are also those who think that if the railways have to compete for custom they will better appreciate the class of service which industry and the travelling public really require, and become more concerned to solve the very real technical problems which it involves. There is reason to believe that these problems are sufficient in themselves to engage the whole attention of every one in the railway service, and that while an education in the problems of road transport may provide a welcome diversion it will do little in itself to facilitate the solution of the major issue.

Whatever may be the future of some branch lines which conceivably might be better used as roads, the fact remains that the rail and the train must remain as a definite method of transport for certain purposes. The question is, "What is its real field?" and a true answer to this question can only be given when the railway companies have successfully applied themselves, as railway companies, to the problem of competing for the various classes of traffic. Little good will come to the community at large, and industry in particular, if the only solution they have to offer is that which comes automatically from a virtual monopoly of both systems.

The Middle Haul.

Railways as well as roads are a national possession of immense importance, and no one can doubt that their co-ordinated efficiency is a matter of first-class concern. Broadly speaking, the rail is incapable of completing the journey, the road being, in general, the only route for final delivery. As such it is, and must always remain, an integral part of all complete transport systems, but it is by no means so certain that its unlimited development for the middle haul would be the right course to adopt.

Technically, rail transport has the immense potential advantage of requiring a tractive effort which is a mere fraction of that necessary on roads, and from this point of view it is a sheer waste of energy to transport by road between distant points that are rail connected. On the other hand, this potential technical advantage is neutralized by the enormous dead weight of the rolling-stock in relation to the lighter classes of freight. Again, there is the great convenience which is associated in many cases with a through journey by road; and this perhaps more than anything else has been a determining factor in the modern expansion of road transport, for it has expressed itself, among other ways, in reduced risk, saving of time, and the decrease of cost. These are among the points to which the railway companies must successfully apply themselves if they are to provide a real solution to the co-ordinated use of rail and road throughout England. No one can save the railways but the railway engineers, and it is certainly not within the province of this article to discuss the technology of this problem. It is sufficient to emphasize its existence and its bearing upon the general policy of transport development.

It can be said with some assurance that it ought not so often to be cheaper and quicker to use the road rather than the rail for the middle haul, but just in what way the railway engineers will succeed in solving this problem remains to be seen. One thing at least is clear that it would serve no useful purpose to mask a failure to solve it under a virtual monopoly of road transport.

During May, 1930, 435 cars valued at £90,167 were imported into the United Kingdom, as compared with 2,162, valued at £395,466 during the corresponding month of 1929. Exports of cars numbered 1,885, valued at £295,008, as compared with 2,114 of a value of £258,146 during May, 1929.

NEW MOTOR BILL.

Some Dazzle Palliatives.

[By John Prioleau.]

Although most of the provisions of the new motor Bill, now definitely if deliberately approaching its conversion into an Act, are based on commonsense lines, and, presumably, drawn up by people who have had long and practical experience of the numerous problems it is designed to settle, it must inevitably be a considerable time before the improvement in conditions it promises is established. We, for example, shall have to wait long for practical and universal relief from one of the most acute of all our trials, the blinding effect of efficient driving lights. It is common report, whether inspired or not I am unwilling to guess, that the new Bill will make the fitting of dipping and/or swivelling devices compulsory. As I suggested in a recent article in the *Observer*, nobody will complain of this provided it applies only to new cars. It is probably the only solution that has a working chance of success, to standardize a sealed pattern of either headlight itself or dazzle-preventing device, but, unless the new regulations are enforced in an arbitrary and quite indefensible manner by compelling every owner of a motor vehicle already in use to spend a considerable sum of money, it will be long before the trouble is finally abolished.

Until every car is equipped with some device which, whatever its method of working, produces a given result—or better—in protecting the eyes of the oncoming driver and absolutely ensuring the safety of everyone on the road, we must look for relief to such palliatives as are from time to time put on the market. Not all of the large number we have been offered since the war have proved useless, in spite of the fact that in some of the most promising cases their manufacture has been given up, and one or two, of widely different design, have proved so successful at their first appearance that it seems a pity they were not developed. My own experience, which has been considerable in all types, goes to show that the most practical sort is either the detachable glare-guard for fixing on the windscreen or the spectacles, or the eye-shield in various forms.

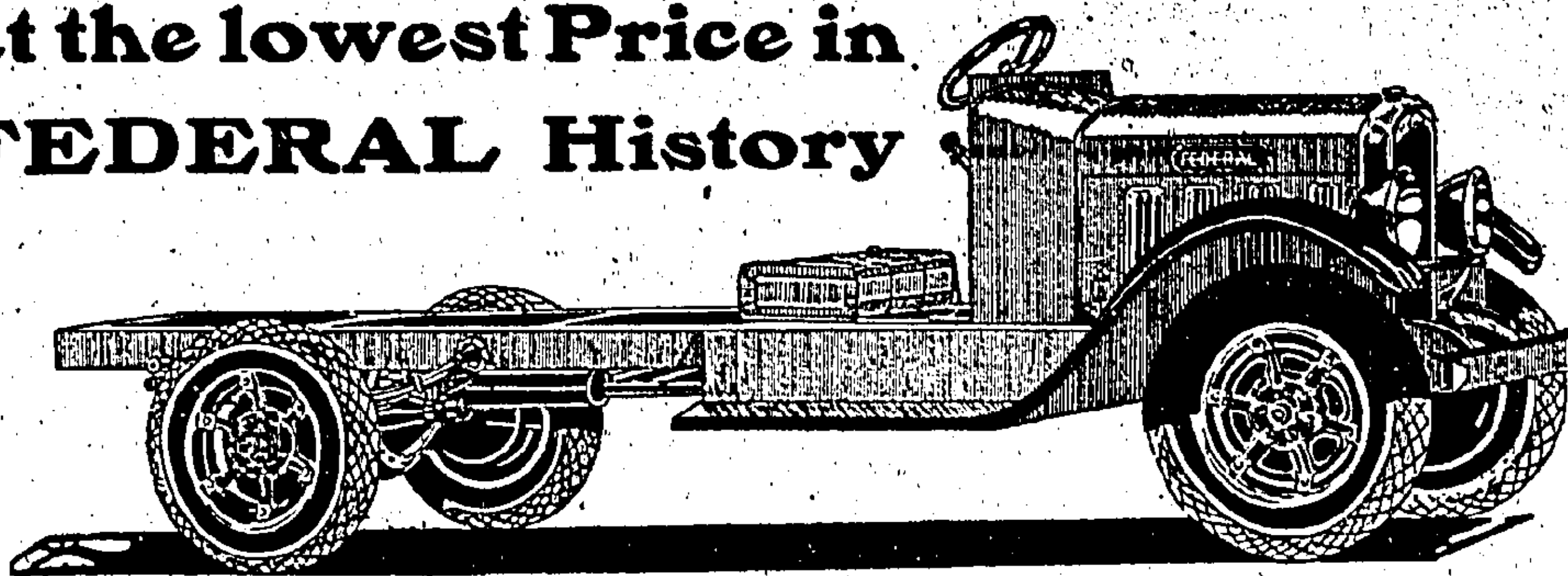
I use the word practical advisedly, to connote cost. One or two special headlights I have tried have been quite good, but in every case their price has been, from the general public's point of view, prohibitive. It may be that those responsible for the new Bill have some special form of lamp in mind which will take the place of the ordinary type on new cars without adding too much to the catalogue price; but, as a general conclusion, it may be taken for granted that such lamps are dearer than the cost of fitting a dipping device. This is not in any way to disparage the lamps themselves. As I say, I have tried—and, incidentally, I am again asked to try another—patent headlights which really offer a working solution of the difficulty. They do not dazzle so much as plain lamps, and they give light enough for driving at moderate speeds. But, to be really successful they would have to be universally fitted.

The glare-guard, or the eye-shield in spectacle form, is usually comparatively cheap. Here are two I have recently tested which have given me good results. The first is a pair of special spectacles, fitted with the "Grautint" lens, Type "T," made by Raphaels, Ltd., Hutton Garden. These lenses are fairly heavily tinted at the top, becoming gradually clearer, until below the half-way line they are white. The tint is of a green-yellow colour, which is said to give the maximum protection against ultra-violet and infrared rays. My experience with them shows that, while they do not always render the wearer completely immune from the effect of oncoming rays (traffic conditions, sharp turnings, and so on, are apt to handicap them), they certainly eliminate that dreaded "blind" sensation after passing a pair of brilliant lights. It is possible to look straight at such lights without pain, but it requires practice to enable one to do so, one's head at the right moment and to the right extent to dodge the direct rays, and, at the same time, see what lies beside them on the road.

In this respect the daylight model, type "O," offers an interesting alternative. Here the lenses are clear in the centre, but gradually darkened outwards to the rims. They are very restful for driving in bright sunlight, and owing to the fact that they can be used at night as "swivellers"—that is, you miss the glare by turning your head slightly to the

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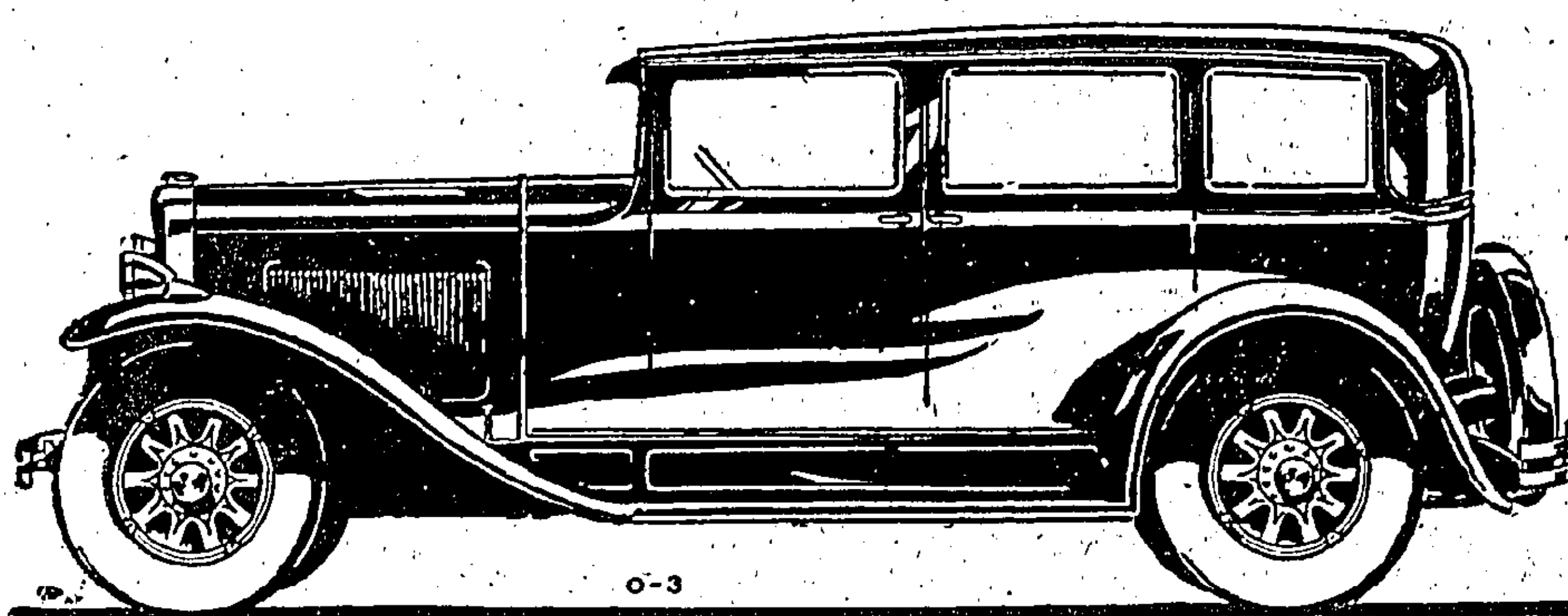
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left, instead of (or as well as) lowering it—their design may be adaptable for lamp-dazzle. I found the clear centre too small to be really practical at night; indeed, both types might be considerably enlarged, with success—but it seemed to me that there were excellent possibilities in the idea. The price is from about 7s. 6d. a pair.

The Britannia glare-shield was originally sold as the "Perspectus Anti-dazzle," the output of the firm having now been bought by Paul Marti and Co., Ltd. It is of the familiar opaque celluloid, yellowish in colour, and is fitted by rubber suckers to the windscreen. Provided the screen is at the right distance from the driver's eyes, the nearer the

better, in my opinion, it is decidedly helpful. Again, practice is needed to determine the exact position of the shield, so that while the eyes are protected from the lamp-rays, it is possible to see to the near side of them; but, once that is found, there is no question but that driving at night loses some of its terrors and discomfort. *Observer.*

Ban "One-eyed" Cars.

Highway police of Illinois have been instructed to stop drivers of automobiles having only one light and direct them to the nearest garage for repairs. If the light is not fixed, the motorist faces arrest.



New Marmon Big Eight
—one of Marmon's four new straight-eights

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RUBBER FROM OIL.

Soviet scientists now assert they are able to make rubber from petroleum residues. Using only a special grade of petroleum, a factory will be built in which 150 tons of rubber will be produced synthetically every year.

STANDARD ROAD SIGNS.

France has adopted standard road signs all over the country, with the result that there is no confusion of motorists in interpreting them. Thirteen signs have been standardized as to form, size and colour.

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AMPHIBIAN PLANE SERVICE.



Captain Al DeWitt and his mechanic, Elmer Van Sickle, as pilot and co-pilot, in a Keystone-Loening amphibian running between Cleveland and Detroit. Commodore Ralph R. DeVore, head of the "fleet" of amphibians on the T. A. C. lake route, is shown in inset.

Cleveland, July 23. If ever aviation gets so popular that individuals will fly their own planes, just as they drive their own automobiles it's a safe bet the last type of plane they'll try will be the amphibian.

Not that the amphibian is any more difficult to handle. But its driver will have to study harder and will actually have to become captain of a sailing vessel before the government will permit him to fly it.

That's true in the case of every pilot-mechanic sailing an amphibian today on a regularly established passenger route.

Out of Cleveland and Detroit fly five times a day huge Keystone-Loening amphibians piloted by a captain and his "mate," just as any ship is sailed. The mate in this case, of course, is the co-pilot or mechanic, but to be a mechanic on these amphibians he has to have not only a mechanic's licence, but a ship captain's licence. In addition, since the plane carries a radio outfit, he has to have a radio operator's licence.

"Commodore" in Command. The pilot, being in every case a graduate mechanic, also has his pilot's licence and is designated "captain" of the ship.

At the head of this "fleet" of airplanes operated by the Thompson Airlines, is Ralph R. DeVore, whose official title is "Commodore." His uniform, and those of his captains and their mates, is almost like that

of U. S. naval officers, with the requisite bars and stripes to designate their ranks and their terms in service.

On each plane is a foghorn, life preservers for the passengers—not parachutes—and an inflatable rubber lifeboat, all required by the navigation code. If the ship is forced down on water in a fog, the foghorn is put to use. And if the passengers are forced to leave the craft, they have the ordinary navigation means of rescue.

Must Know Sea Rules.

The pilots and co-pilots on these planes must know all of the Marine Pilots' Rules and carry the book of rules with them. They must be able to read weather flags and must know all coast guard regulations.

The ship captain's licence permits them to hold title to and captain a ship 65 feet long and of about 150-ton class. It is good on all American waterways and on those in U. S. territories. The examination for this licence is given by the Steamboat Inspectors Department of the U. S. Department of Commerce.

These amphibians fly from 50 to 250 feet over the water in a straight line between Detroit and Cleveland. In case of an approaching storm or other emergency, they immediately take to the water and cruise along under power of their motor. Thus they become seafaring craft and the pilots ship captains.

\$20,000,000 FOR ROADS.

Highway Expenditure.

In reply to questions in the House recently, Mr. Morrison said that the estimate of \$20,000,000 for road construction during the next five years, received from Sir Henry Maybury, covered the cost of schemes of road construction and improvement, additional to present programmes, which might, in his opinion, usefully be carried out, including schemes which the local authorities themselves would not be likely to propose. The estimate ap-

lowed for any necessary construction or reconstruction of bridges on the roads. Sir Henry had advised that he did not think that more than the amount he had suggested could usefully and economically be expended upon the highways of the country in addition to the programmes already sanctioned.

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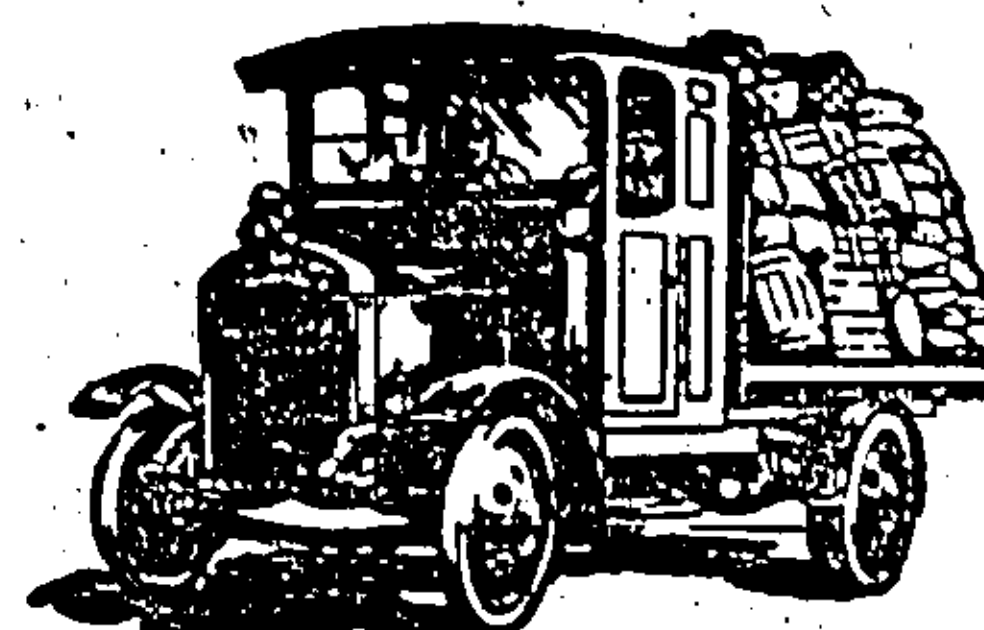
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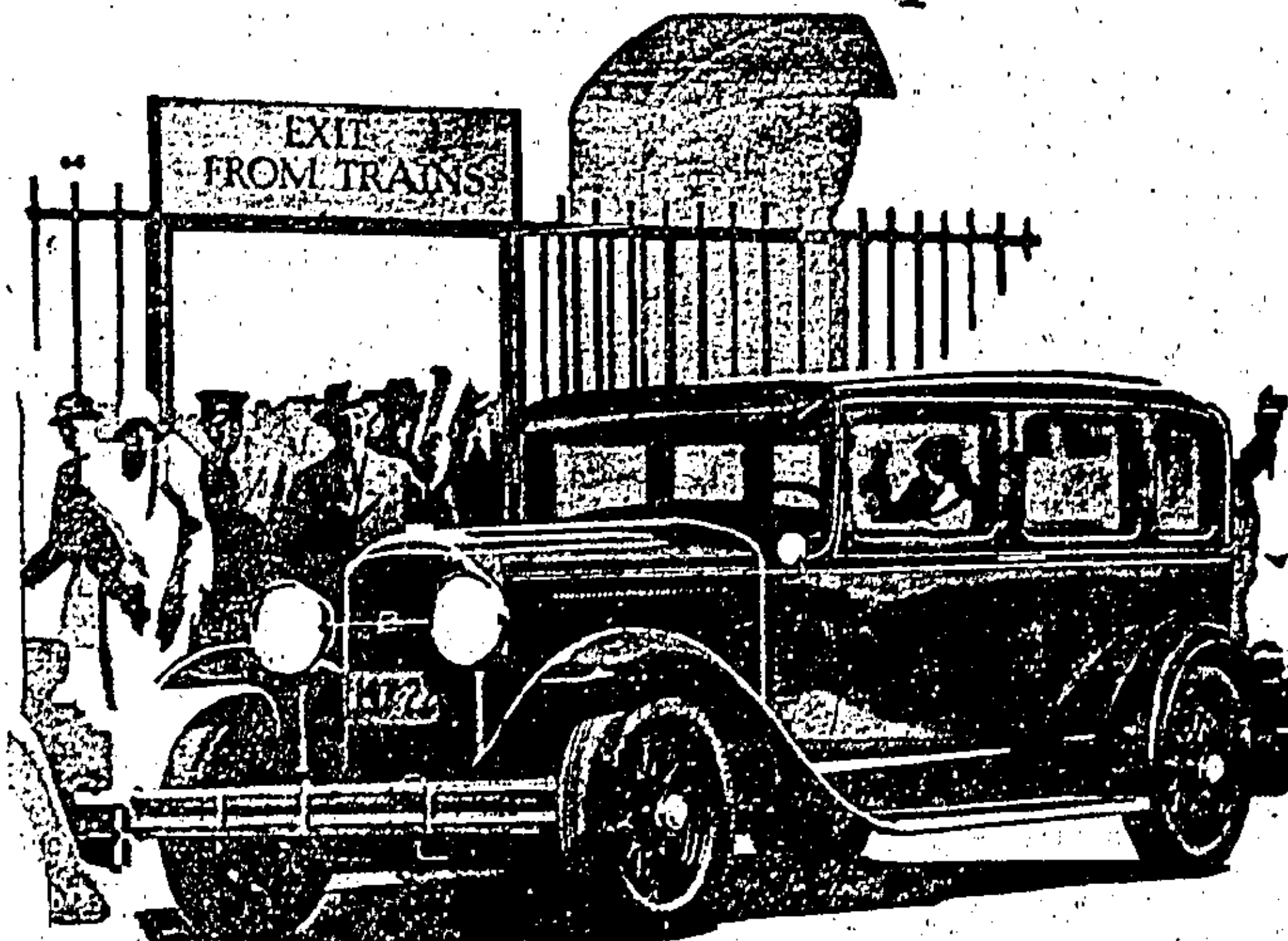
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Moreover, during August and September, Buick monopolized its market to such a degree that it won 41% of the total sales of the 15 makes of cars in its price class.

And yet this marked preference for Buick would be still greater if all motorists realized that they can buy six of the fourteen luxurious Buick body types for less than \$1300, f.o.b. factory.

These are Buicks through and through, embodying the full array of Buick quality features: Buick's new and surpassingly beautiful Bodies by Fisher; the famous Buick Valve-in-Head engine—most powerful engine of its size in the world; Buick's new Controlled Servo Enclosed Mechanical Brakes; the new Buick steering gear; new Road Shock Eliminator; and Buick's new, longer rear springs with Lovejoy Duo-draulic Shock Absorbers.

The new Buick, with these features, will introduce you to new and unequalled performance, driving ease, riding comfort and reliability on any day you put it to the test. And yet these six Buick models are offered at the price of cars which motorists never think of comparing with Buick!

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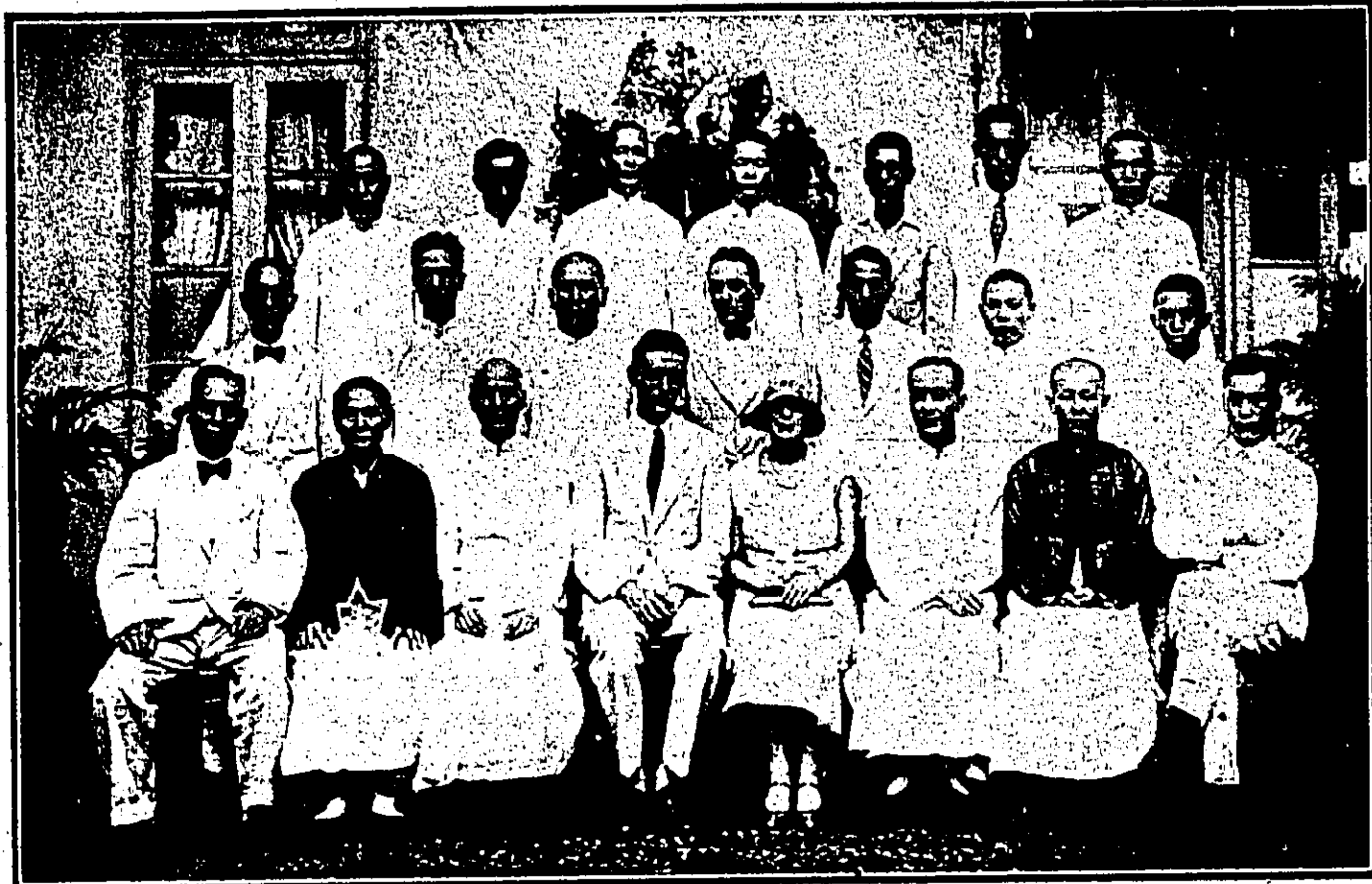
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August 23rd, 1930.

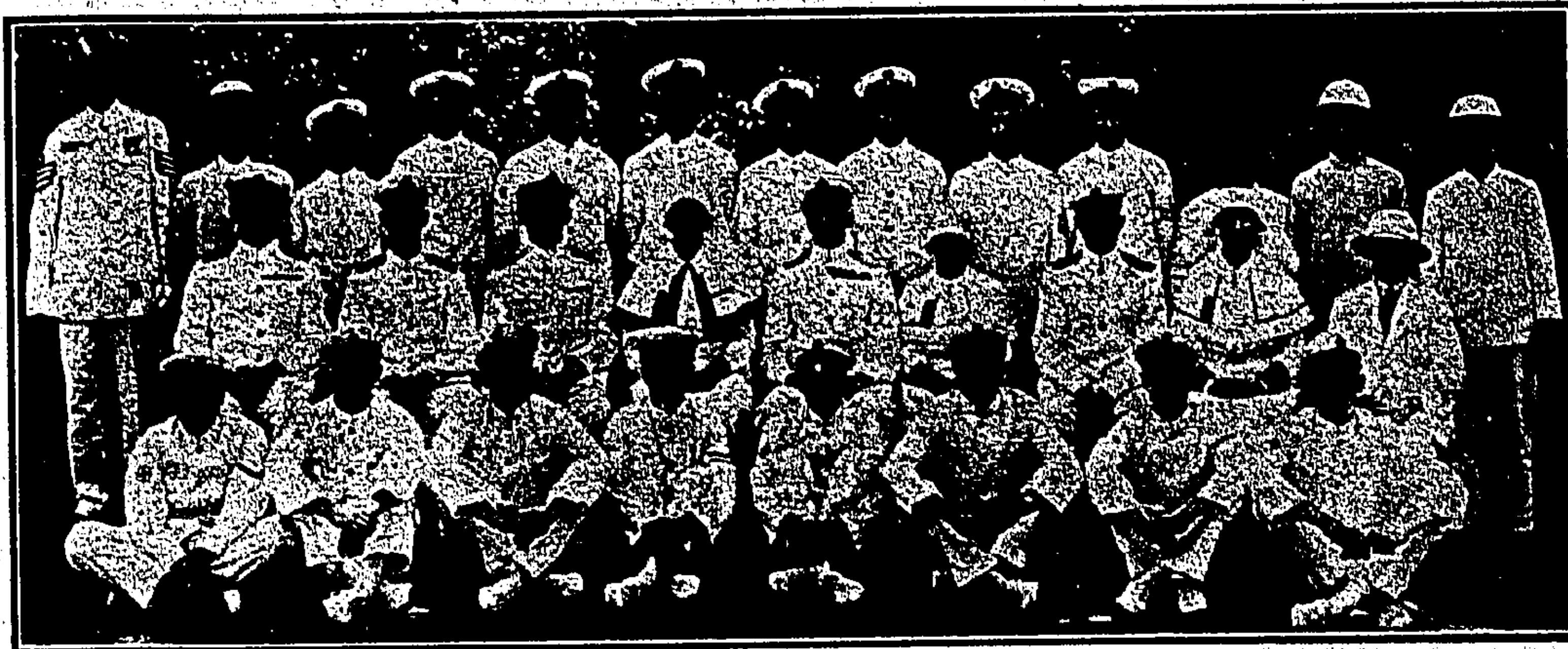
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HONGKONG HOTEL GARAGE.



Photograph taken at a farewell dinner party given by the molasses merchants of Hongkong and Canton at the Kwong Chow Hotel to Mr. and Mrs. W. G. Robertson on the eve of their departure on Home leave. Mr. Robertson is the Managing Director of the Pure Cane Molasses Co. (Hongkong), Ltd. (Photo: Lee Fong Studio).



The above photograph, taken recently, shows the Medical Officers, Nursing Sisters and Sick Bay Staff of the Royal Naval Hospital, Hongkong. (Photo: Lee Fong Studio).



Play in progress during the First Division Lawn Bowls League match between Craighengower and Club de Recreo at King's Park. The visitors won easily and thus practically assured themselves of the championship. (Photos: Lee Fong Studio).



Mr. A. Prissall, of the Asiatic Petroleum Co., who is shortly to be married to Miss Jessie Harris Walker.



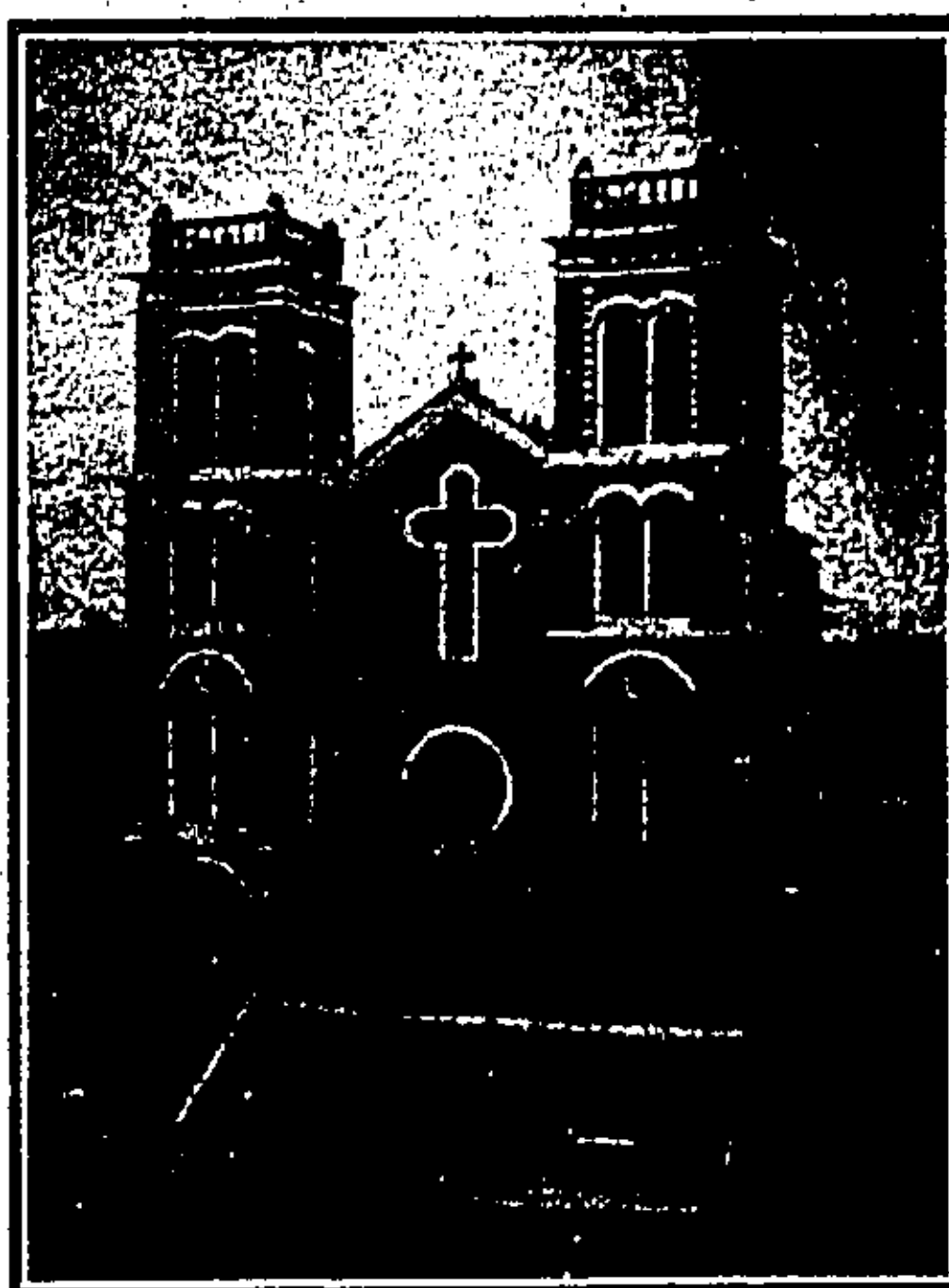
Miss Jessie Harris Walker, whose marriage to Mr. A. Prissall is to take place next month. She is well-known and very popular in the younger set in Hongkong.



The 1st Hongkong (St. Joseph's) Group of Boy Scouts recently enjoyed a four days' camp on Penha Hill, overlooking Macao. They spent a very happy time. The above pictures were taken whilst the Scouts were in camp.



Bathing is here seen in full swing at Cheung Chau, on what is known as the "afternoon beach."



A picture of the Roman Catholic Cathedral at Nanning, which was recently destroyed by aerial bombardments during the siege of that city.



The baseball season opened in Hongkong on Saturday when, at Caroline Hill, the Japanese (seen on right) defeated South China (left) by 10 runs to 8. (Photos: Lee Fong Studio).

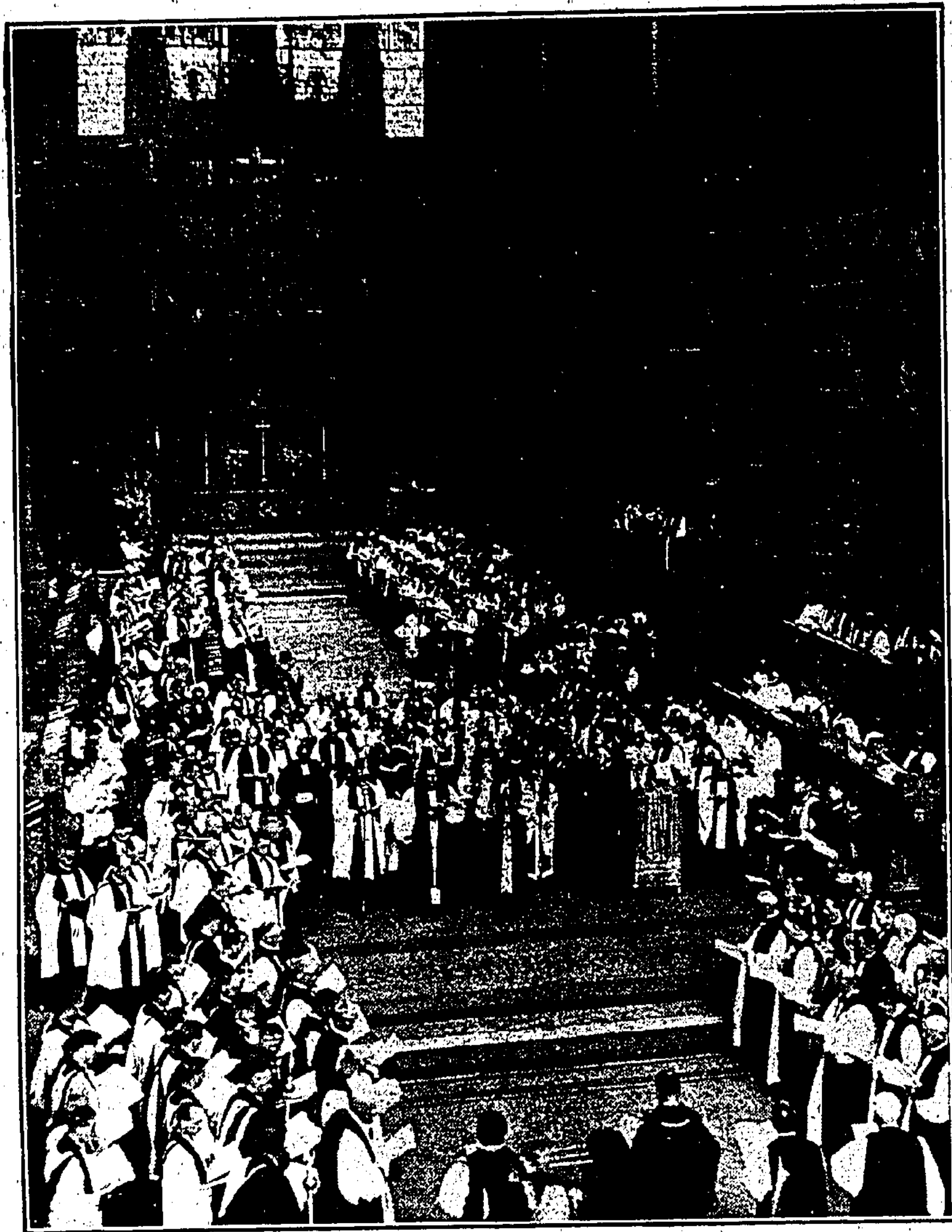


On the left, the Hon. Mr. H. T. Creasy is seen playing a ball pitched by the Hon. Sir Shouson Chow at the opening of the baseball season at Caroline Hill on Saturday. On right, a South China player is seen hitting out in the match against the Japanese. (Photos: Lee Fong Studio).



This group of Police Recreation Club lawn bowlers was taken on the K.C.C. green on Saturday, when the visitors suffered their thirteenth defeat in the First Division of the League. (Photo: Lee Fong Studio).

LIVERPOOL DIOCESAN JUBILEE.



The Archbishop of York (centre) welcoming the visiting Archbishops and Bishops at the great service held in Liverpool Cathedral to commemorate the jubilee of the formation of the Diocese of Liverpool. There were present about 200 Archbishops and Bishops who are attending the Lambeth Conference from all parts of the world. Grouped round Dr Temple are the Bishop of Liverpool and his Diocesan clergy. (Times copyright.)

A THOUSAND YEARS
HENCE.Synthetic Humans May
be Produced!

In a thousand years from now man, born of woman, may be doing all the thinking, planning, writing and mental work of the world, while man born of test tubes in bio-chemical laboratories does the rough physical labour.

This startling theory is advanced by H. T. F. Rhodes, the distinguished young scientist who is general secretary of the British Association of Chemists.

"We are just on the threshold of the discoveries chemists are making," said he. "We have almost finished with analysis. We are passing on to synthesis—the building up and the making of new and valuable products out of the meaner ones. The speculation is, therefore, almost forced upon us that in time we will be able to create living material."

A Step Forward.

"Professor Loeb years ago in an American university announced that he had succeeded artificially in fertilizing the eggs of the sea urchin. That was an enormous step forward. And now we know

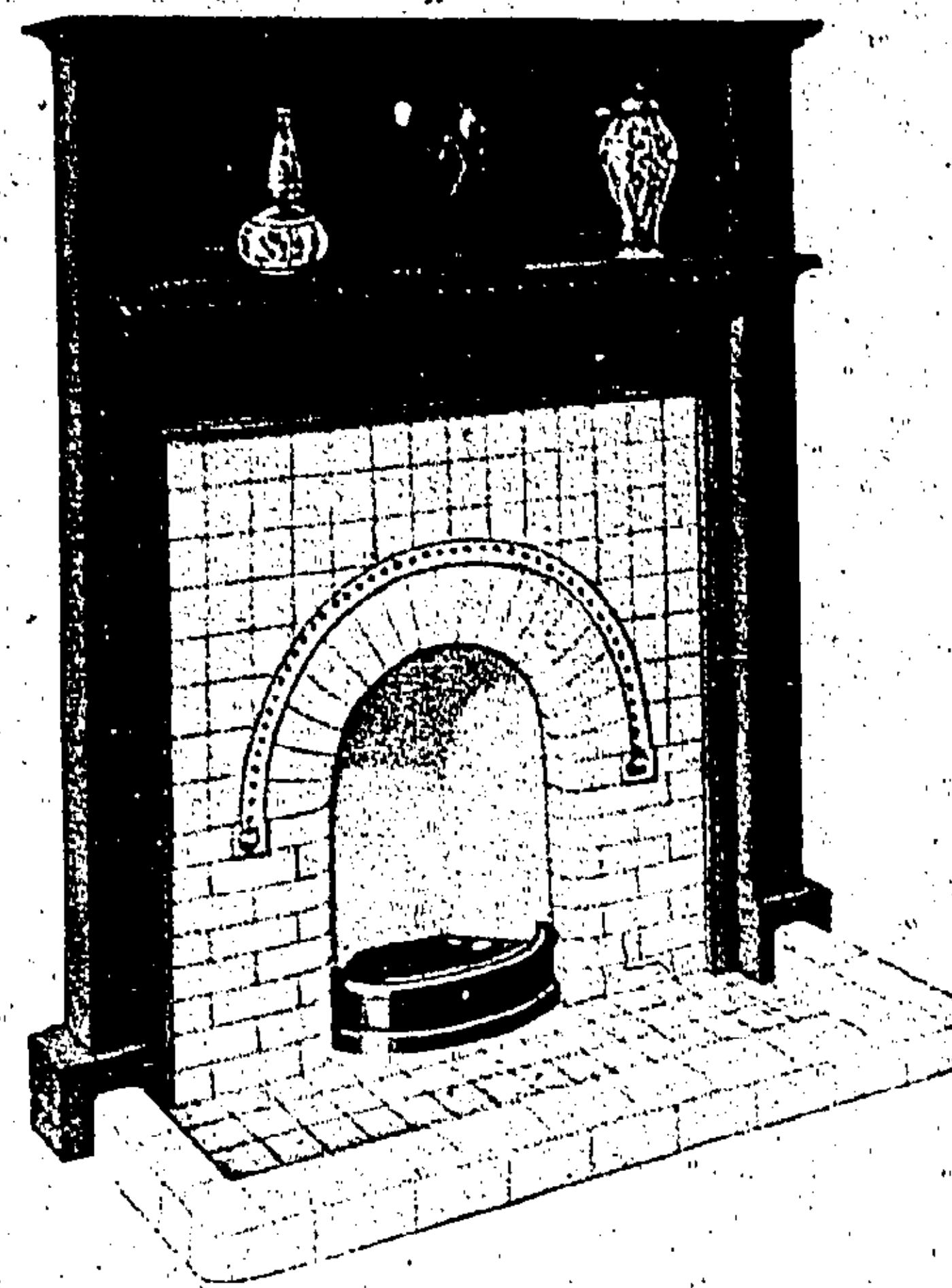


H. T. F. Rhodes, general secretary of the British Association of Chemists.

that man, the most highly complicated of all living things, is after all only a collection of cells.

"We know that protoplasm, that wonderful substance which is the very basis of what we call living things, is made up of carbon, oxygen, hydrogen and nitrogen. We know the way the atoms were arranged. Some day in a laboratory some chemist may accomplish the union of these atoms in the same way. He will then

Beautify Your Home With Tiling.



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THE ORDER OF MERIT.

Public Puzzled by Omissions.



Here are two of the men on whom the Order of Merit has been conferred. Dr. Montague R. James, right, is Provost of Eton College and a famous Biblical authority. Professor G. M. Trevelyan, left, is professor of modern history at Cambridge University.

Is there a boycott on the greatest living British authors and artists? And if so, why? These are two questions Britons have been quietly asking themselves ever since honours, conferred every year on the King's birthday, were recently announced. The discussion has especially come up because the Order of Merit was conferred upon three men—Samuel Alexander, Montague Rhodes James and George Macaulay Trevelyan, only the latter of whom can be said to be known to the mass of the people.

Sovereign Grants Honours.
The Order was founded June 26, 1902, by the late King Edward VII. He desired to have something that would be very exclusive and unique and that could be conferred for distinguished services in all callings. It would include both military men and civilians. It would be limited to a total of 24 and so would be more coveted and more rare than knighthoods, baronetcies and peerages.

At present, two men represent the armed forces of the nation, Lords Jellicoe and Beatty, both of whom were fighting Admirals during the World War. Three other men, who were named, have since died—Admiral Seymour, and Earl Haig and Viscount French who led the British armies in France and Flanders. There is much quiet comment that men who led soldiers and sailors to battle, wounds and death have thus had honours heaped upon them, whereas one of the greatest soldiers of peace the world has ever known has been fobbed off with a knighthood and is to-day poor and ailing—Sir Ronald Ross. It was Ross who discovered that mosquitoes carry the malaria germ to man. His discovery led to the further discovery that the mosquito is also the carrier of the yellow fever germ to man. This knowledge has enabled the medical authorities to make tropical regions safe for mankind and has undoubtedly saved millions of persons from disease and death.

Other Celebrities Named.

The old civilian members, who are entitled to write "O.M." after their names, are Sir Edward Elgar, the greatest living British musical composer; Sir J. J. Thomson, granted the Nobel Prize for

physics in 1906 and one of the authorities on radium, electricity and magnetism; Sir C. S. Sherrington, one of the most noted British authorities on physiology and particularly the nervous system; Sir J. G. Frazer, probably the greatest living authority on folk lore; Sir E. Rutherford, who won the Nobel prize for chemistry, and one of the world's leading physicists, especially as to radioactivity; Sir C. A. Parsons, head of a great machine works and inventor of the steam turbine; Sir G. A. Grierson, who knows more about the hundreds of languages and dialects in India than any man who ever lived.

Besides these, there is one statesman-politician—David Lloyd George. Others of the same ilk, who once held the honour and have since died, were Lords Morley, Bryce, Haldane and Balfour.

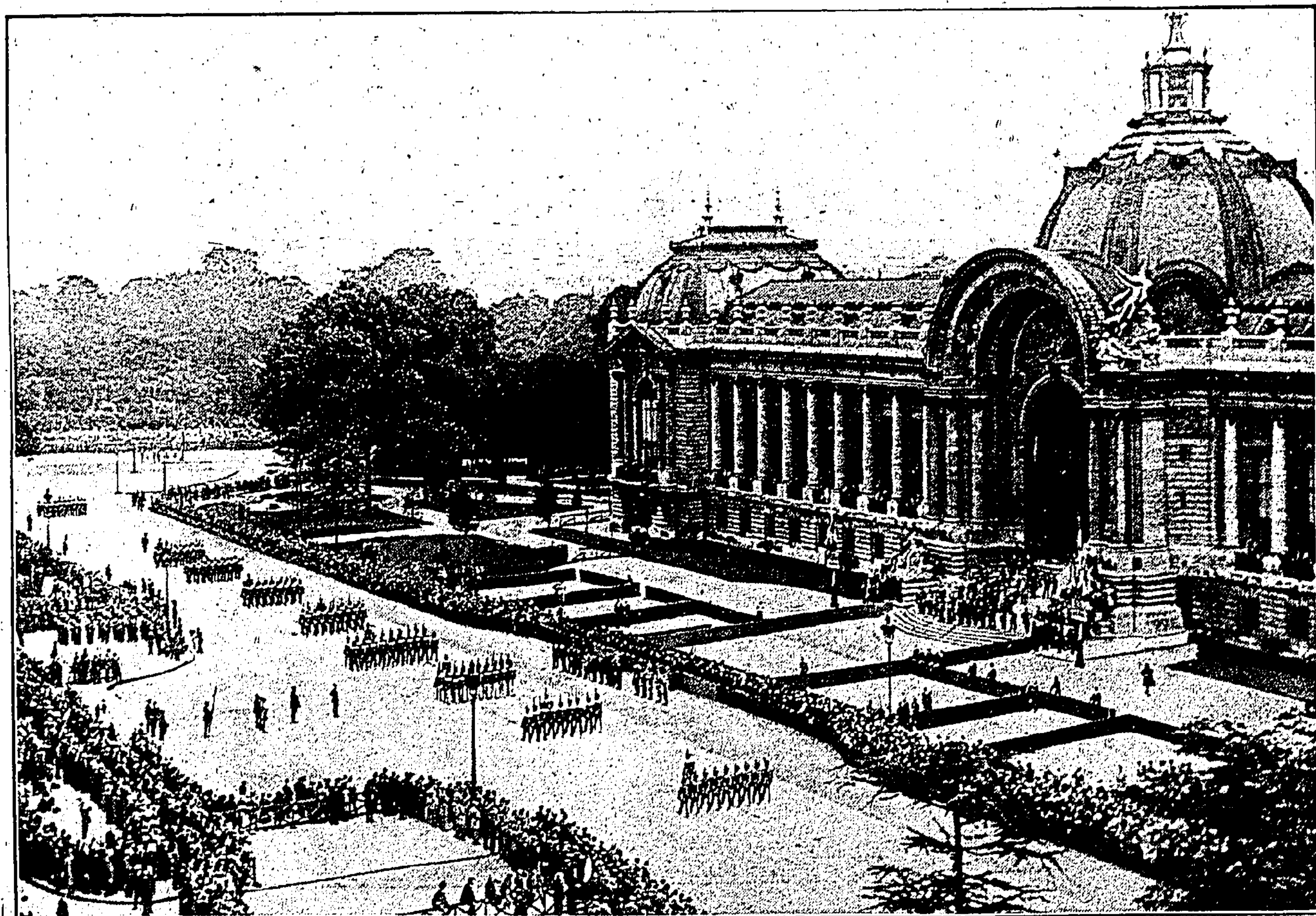
Literature is represented by two men, Sir J. M. Barrie, noted for his plays and novels, and John Galsworthy, the novelist.

Shaw is Ignored.

But the omissions from the list, especially as regards the arts and literature, are most striking. They include George Bernard Shaw, George Moore, Rudyard Kipling, W. B. Yeats, Gilbert Murray, George Saintsbury, Augustus John and Jacob Epstein.

Admittedly to-day Shaw is the world's most famous dramatist. He is one of the immortals. His plays are produced in almost every civilized country. George Moore is another literary man who had taken his place in the pantheon before his demise. His novels are to-day granted the very first rank. Rudyard Kipling is a man who, by his novels, short stories and poems, is a household name wherever people read English. W. B. Yeats, a Senator in the Irish Free State Dail, is conceded to be the greatest poet in English now living; Murray has won laurels for his marvellous translations of the Greek drama, and Saintsbury is acknowledged to be the greatest living English critic. Augustus John, by the most of those who know, is rated as the supreme living British painter and Epstein, born in a New York ghetto, is hailed by many specialists as the greatest living sculptor, with no peer anywhere.

FOURTEENTH OF JULY CELEBRATIONS IN PARIS.



President Doumergue took the salute at the customary 14th of July review of troops in Paris. Our picture shows troops dressed in the uniforms of 1830 marching past the Grand Palais. The Bey of Tunis, Prince Takamatsu of Japan and other prominent people attended the ceremony. The centenary of the conquest of Algeria was also commemorated with this year's 14th of July Fetes. (Times copyright.)

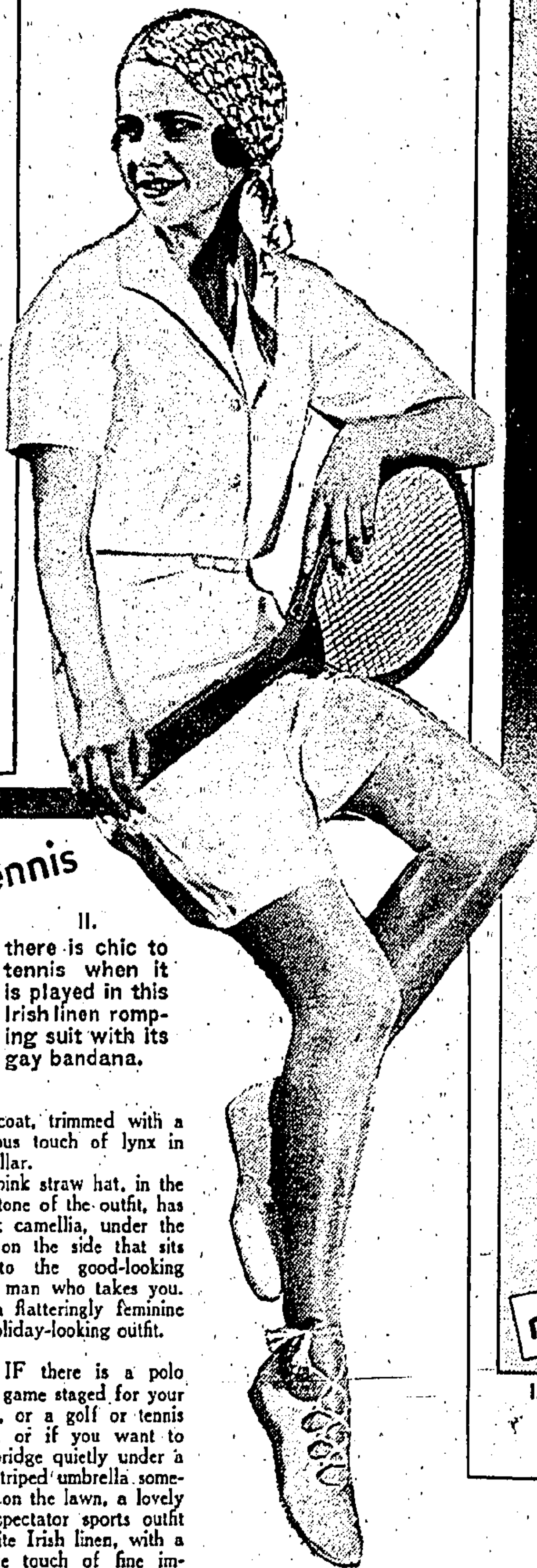
Frocks For the Perfect Day

You will have one big moment after another if you choose these five outfits for your never-to-be-forgotten day of days, from beginning to end

by Julia



I. Patou throws a profusion of light flowers against a black background in these new beach pajamas, worn with a white satin blouse and an enormous hat.



tennis

II. there is chic to tennis when it is played in this Irish linen romping suit with its gay bandana.



motoring

III. Redfern places a pink camellia under the brim of this straw hat as a flattering touch to the pale pink ensemble of coat, dress and hat.



afternoon

IV. sheer sleeves and vestee add charm to this Irish linen spectator's sports frock.



evening

V. old gold chiffon gives glamour in the floating flounces of this evening gown from Wilfred Skitch, Paris designer.

THE "perfect day" is something all of us long for. Having had one, or many, the memory lingers on indefinitely in hours not so tinged with gladness. In other days, women had so precious few perfect days that they folded them away, figuratively speaking, in lavender and old lace, to drag out ever and anon and weep over sentimentally.

But up-and-coming moderns are much saner. Every woman and girl knows that the "perfect day" is hers for the having. Dress perfectly for it, groom yourself into the proper frame of mind, lift your pretty head confidently and go forth in search of said day.

Dressing for the perfect summer day is a delight. Just what you intend doing on that perfect day decides your type of clothes. For the lilt of adventure, let us pick a day while on vacation. At the seashore, at a lake, in the country—what does the location matter, just so there are other congenial folk about.

Have in mind the things you want of the day, before you select your outfit. A little exercise, to get you in the pink of form. A little lolling, to persuade yourself you really are a leisurely person whom life must do something for. A lot of beauty, for it brings such pride and enjoyment. As much romance as you desire, for, after all, glamorous romance is the whipped cream on the top of the confection called Life!

I. FIRST, then, to play! Do you swim? Well, you should, or if you don't swim or play about in the water, do dress prettily for the beach. If it's country, and no water in sight, the same costume is perfect.

Pajamas, by all means, should be your choice. All girls look cute in them. You can have linen or crash pajamas, with printed coats. But if you want this to be a perfect day, have a luxurious silk outfit. Silk is ever graceful!

Patou makes a lovely beach pajama suit, with printed satin trousers and jacket, white hand-fagotted blouse, and a big floppy hat to keep the sun's rays out and to protect your complexion.

The satin is delicate pastel colored flowers, a riot of them, against black. There are bright and delicate pinks, lavender, green, blue and yellow in the print. Colorful, gay, flattering, lovely. The little coat is made sleeveless, with a Chinese collar that stands up smartly against your neck. The trousers are comfortably cut, fitting smartly around the hips and belting at normal line. The big, floppy white hat is banded in velvet.

II. NOW for more active sport. Do you play tennis? It is one of the most invigorating games to be had. If you don't play, you can at least dress up as if for play and romp about a bit.

The perfect romping suit this summer is shorts and shirt. Have a linen suit, for the Irish linens this summer are delectable in their color, chic in their smartness. It may be either a plain colored or white suit, with a printed scarf around your hair. Or it may be one of the latest printed suits, preferably polkadots, red against white, navy blue against light blue, brown against white. One of these is dark green against light green. It has the usual short sleeves, shirt collar and a little linen beret to match.

III. IF your party goes motoring to the country club for lunch, or if you yourself drive out into the country for the day, have a pastel or white ensemble. Pink is the predominating favorite for summer, but if blue becomes you more, have blue.

Redfern makes a delectable ensemble of sleeveless pink marocain frock, with fitted bodice and circular skirt and tops it with a matching pale pink basket weave lightweight

wool coat, trimmed with a luxurious touch of lynx in the collar.

A pink straw hat, in the exact tone of the outfit, has a pink camellia, under the brim, on the side that sits next to the good-looking young man who takes you. It is a flatteringly feminine and holiday-looking outfit.

IV. IF there is a polo game staged for your benefit, or a golf or tennis match, or if you want to play bridge quietly under a huge striped umbrella somewhere on the lawn, a lovely little spectator sports outfit of white Irish linen, with a delicate touch of fine imported openwork material for short sleeves and vestee is quite the right selection.

This is a lady-frock, if there ever was one, elegant, dressy enough to make you feel perfectly confident of your charm, simple enough to set off your young beauty to perfection.

It has an all-around pleated skirt, a softly draped blouse and a gay little touch in its tri-colored belt which fastens with a white kid buckle.

With this, one of the new stitched linen hats is superlative chic. They have the season's much-sought nonchalance with a quiet, self-contained air. A well-fitted crown, a little, slightly rippling brim, a narrow grosgrain ribbon trim, all very becoming.

V. NOW for the evening. Under electric lights and out on the veranda, roof garden or lawn under the moonlight, you will want something as soft and exquisite as the night itself.

Plain colored chiffon organdie, Paris's gift this season, is an admirable choice. Have a gown that is long, has floating ruffles, panels, scarfs or something that floats, for there is nothing quite so feminine as chiffon fluttering in the summer breeze.

A lovely, lovely gown in old gold chiffon is made with a bertha effect, a bolero and flounces along the decollete at the back and entirely forming the skirt from the knees down. It is a svelte little gown, one that flatters the figure and has charming youthfulness in every bit of it. It is belted with a little twisted fold of its own material that knots at one side of the front. The little ruffles that outline the deep V at the back of the neck, extend down to where the skirt's flounces meet it.

If you happen to have one of the new pearl necklines, with a big topaz brooch at the front, under your chin, you are in luck. Pearls are always good, never better than right now.

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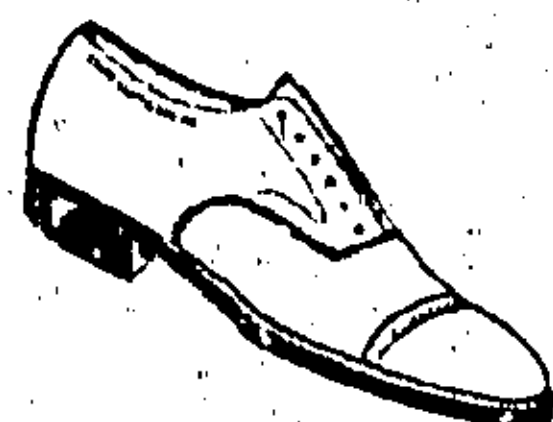
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August 23rd, 1930.

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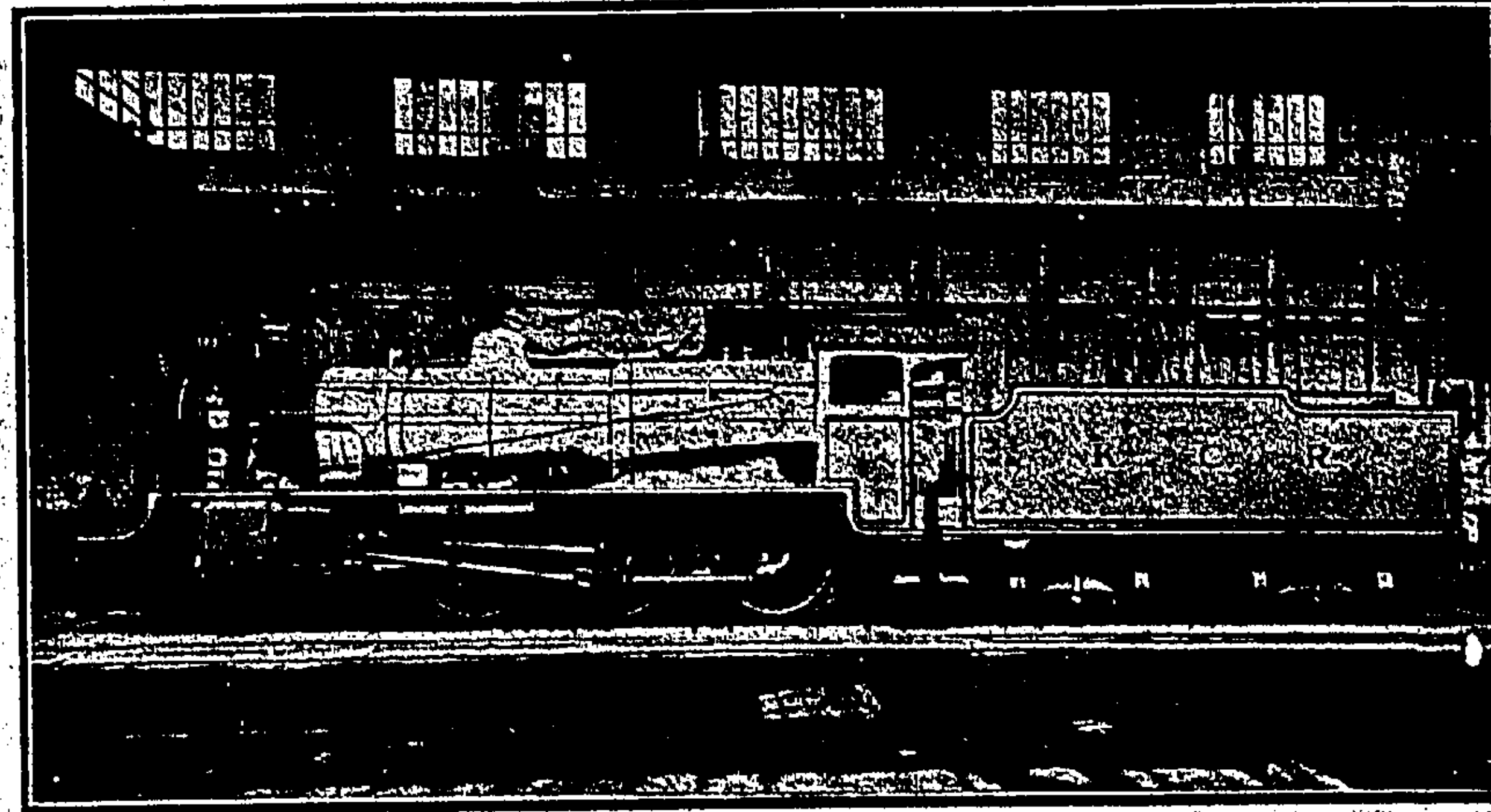
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Here is a snapshot taken in the lawn bowls match in which Taikoo scored a victory over the Kowloon Bowling Green Club last Saturday. (Photo: Lee Fong Studio).



The first of three new locomotives for the express train service between Canton and Kowloon, which arrived in the Colony on Thursday. They were designed by Mr. C. D. Lambert, M.I. Mech. E., and built by Messrs. Kitsons, Ltd., of Leeds. Further particulars will be found in our news columns.



Members of the Navy, Army and Air Force Institute had an enjoyable bathing picnic last Sunday. Picture shows some of those who comprised the merry party. (Photo: Mee Cheung.)



Here are seen the Club de Recreio and Chinese Recreation Club teams which met in a mixed doubles tennis match last week, the latter winning by seven sets to two. (Photo: Lee Fong Studio).

FAITH!

Mr. C. G. G. Dandridge, advertising manager of the L.N.E.R., addressing the Incorporated Society of British Advertisers in London recently said that the most important medium of his company's advertising, that which represented the greatest expenditure, and in which he had the greatest faith, was newspaper advertising.

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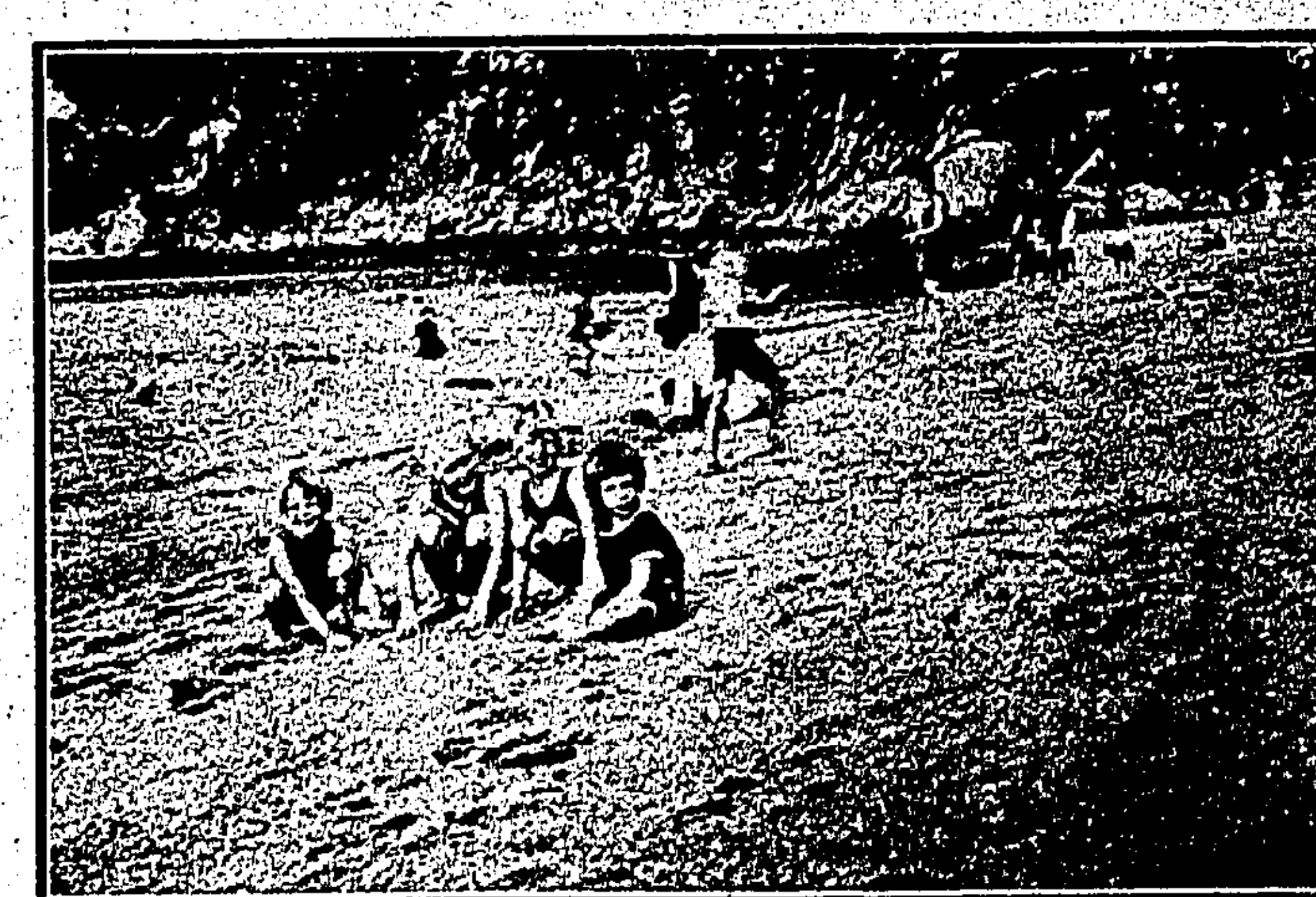
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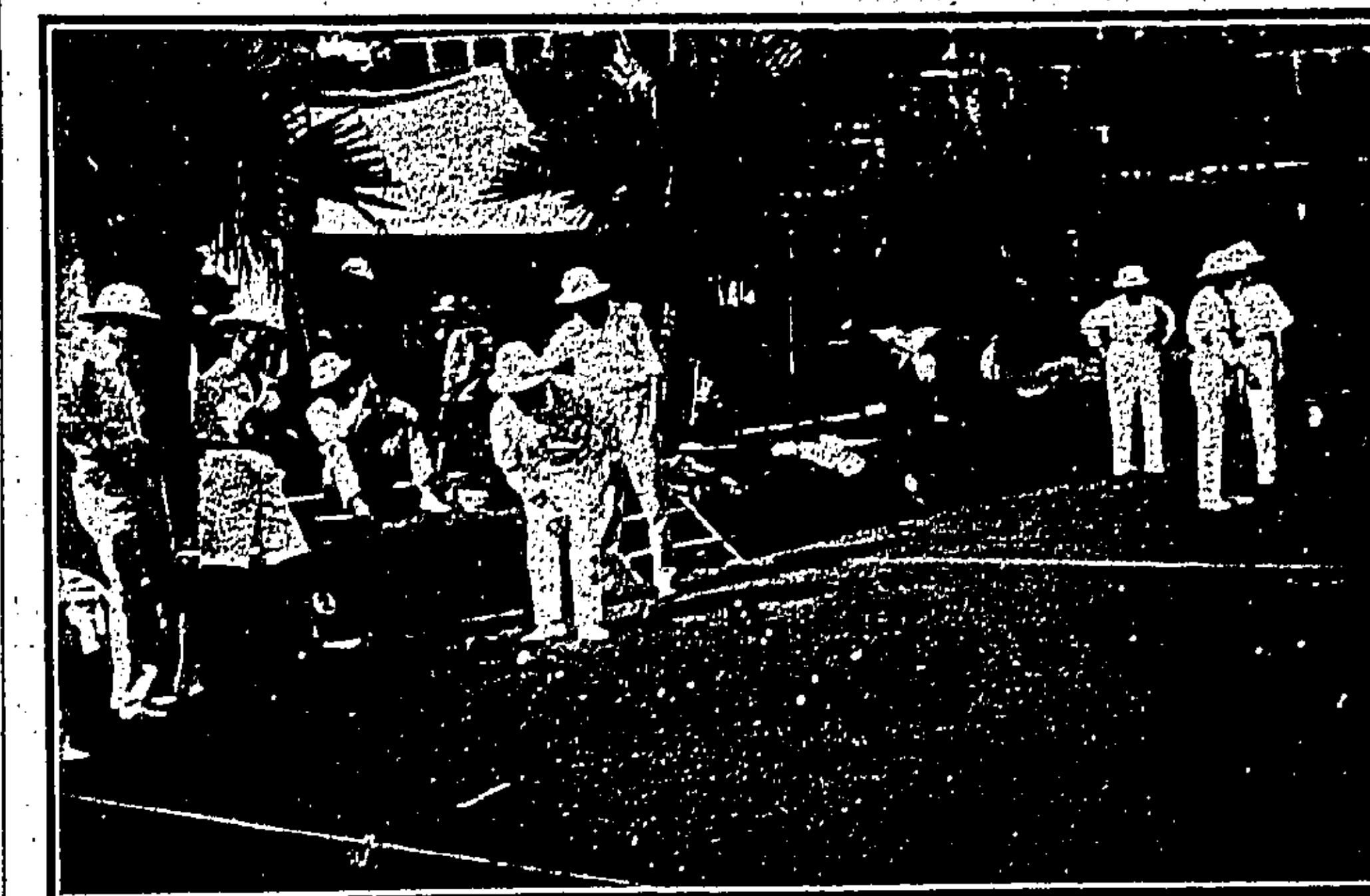
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The Navy, Army and Air Force Institute outing last Sunday was greatly enjoyed by the bathers, as the above picture clearly shows. (Photo: Mee Cheung.)



A group of happy youngsters having a good time on the beach at Cheung Chau, where there are excellent bathing facilities.



One of the rinks in the Lawn Bowls League match at Kowloon on Saturday in which Taikoo defeated the Bowling Green Club by the comfortable margin of 70 shots to 55. (Photo: Lee Fong Studio).



Floating in the briny. Another picture taken at the Navy, Army and Air Force bathing picnic last Sunday. (Photo: Mee Cheung.)

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